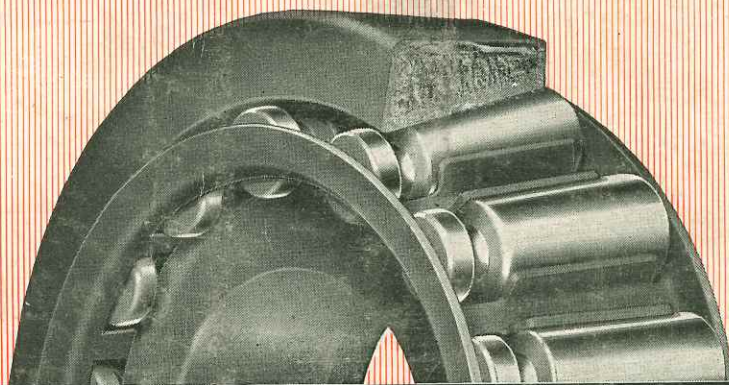


MOTOR RECORD



OCTOBER, 1922

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Radio Batteries of Greatest Value for the Money



COLE STORAGE BATTERY CO., Inc.

2435 Indiana Avenue

Chicago, Illinois

MOTOR RECORD

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by

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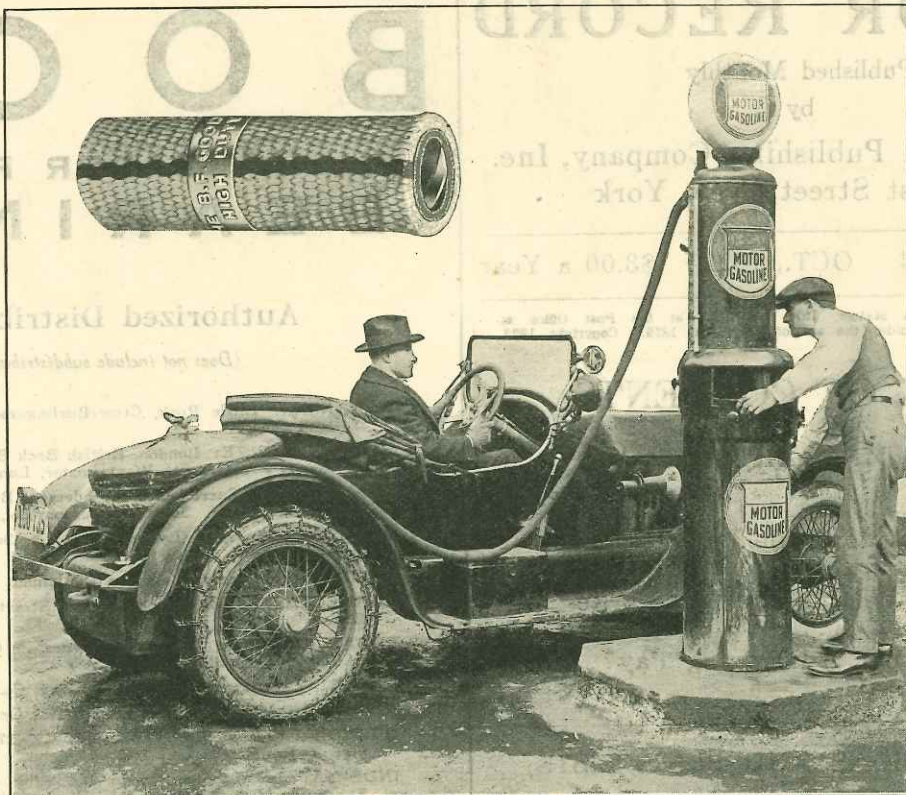
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THE BOCK BEARING COMPANY
TOLEDO, OHIO



The Gasoline Hose without a Drawback

Here is where a half century of rubber experience saves you money, time and trouble. Gasoline and rubber are natural enemies—it has taken Goodrich years to discover how to make them friends, and Goodrich has patented the secret.

No more rubber in "gas" tanks

The devitalizing action of gasoline on the rubber tube is conquered by a special Goodrich compound. The tube is further protected by a fabric liner held firmly in place by an inner coil

of flat wire. Tube cannot check, soften, crack, become porous or peel. Particles of rubber cannot find their way to the automobile gas tank—there are none.

Weather-proof

Goodrich "HIGH DUTY" Gasoline Hose has an extra heavy woven cotton jacket—dampness, dust, sun, rain, and frost cannot rot or crack it. Meets all requirements of underwriters.

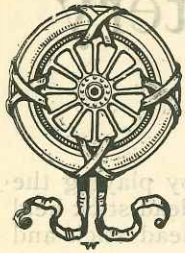
Your Goodrich Branch has this perfect gasoline hose in stock—in $\frac{3}{4}$ ", 1", 1 $\frac{1}{4}$ ", and 1 $\frac{1}{2}$ " sizes.

THE B. F. GOODRICH RUBBER COMPANY

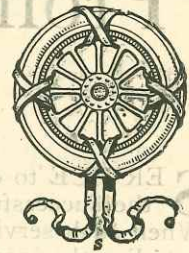
Akron, Ohio

GOODRICH

Gasoline Hose



MOTOR RECORD



Vol. XII.

OCTOBER, 1922

No. 4

The Noiseless Automobile Is Yet to Be Built

Much Has Been Accomplished Towards Making Cars Quiet in Operation, But There Is Still Plenty of Room for Further Improvements

By EDWARD G. INGRAM

ALMOST everyone who lives close to a busy street or road will agree with the statement that the average car is far from noiseless in operation. No car, in fact, is noiseless in operation even under ideal conditions, or, in other words, when operating at a moderate speed on a perfectly smooth, level road, though from a relative standpoint, some may be said to be nearly silent. The fact that many of the noises are due to different causes in different cars shows that many of these noises are unnecessary.

It appears that car noises may be classified as follows: Noises which probably cannot be entirely avoided without changing the principle upon which the present automobile is built, such as the clash of shifting gears; noises due to careless or imperfect design, due, for example, to improper muffling of the exhaust; noises due to the wear of parts after the car has been used for a considerable period of time, such as the rattles due to worn spring chuckles and brake rod connections.

Noises due to the first cause are very difficult to overcome. Anyone who has lived near a hill will admit that the constant noise from clashing gears is very annoying, but to entirely overcome this would probably call for a radical departure from our present method of power transmission to the rear wheels.

Even if a means of shifting gears was devised, which would be noiseless, there would still be the wine of the gears when the car was not operating on direct drive. This wining noise cannot be avoided, even when the gears are very carefully made, though it can be made less severe. The sliding gear transmission is undoubtedly one of the most imperfect units of the automobile, relatively speaking. At moderate speeds, no other unit of the car is responsible for so much noise, but at higher speeds engine noise also becomes objectional.

An engine has never yet been built which could be called quiet in the true sense of the word at high

speeds. This is in spite of the fact that much has been accomplished through lightening the reciprocating parts, giving more attention to the balancing of rotating and reciprocating parts and providing greater rigidity, especially in such places as the crankcase and crankshaft. It seems doubtful if the roar of an engine running at a very high speed, say 2,500 revolutions per minute, can ever be entirely overcome. The noise from a simple piece of machinery, like an emery wheel when running at this speed, is considerable. When one considers trying to make a complicated thing like a gasoline engine with all its reciprocating parts run quietly at this speed, the problem indeed seems difficult.

How much noise can be reduced by resorting to other types of valves than the poppet is an open question. At moderate speeds there is certainly little difference between a good poppet valve engine and a good sleeve-valve engine. At high speeds it might at first seem that the sleeve-valve engine should be quieter, but it must be remembered that at high speeds the reciprocating sleeves may set up vibration, resulting in noise. Theoretically, the rotary type of valve should possess many advantages from the standpoint of reducing valve noise to a minimum, but other troubles with this type appear to be difficult to surmount.

There are many other causes of noise in an engine running at a high speed. It must be remembered when an engine is turning 2,500 revolutions per minute many of the accessories, such as the generator, water pump and fan are running at much higher speeds. The roar of the air drawn through the radiator by the fan is considerable, yet we cannot cool an engine without air circulation. While it is doubtful if some of these noises can ever be overcome, much can be accomplished by muffling them. By making gear housings, crankcase, etc., of such material and in

(Continued on page 25)

Profit in Lead Welding and Battery Repair*

SERVICE to customers is the rule of the day for the successful building of a profitable business. When such service not only attracts other business, but directly increases the profits of the plant, the advantage is obvious.

It is estimated that there are now 11,000,000 automobiles in use in this country. Repair of batteries for these cars is *profitable* service. No garage can afford to be unprepared to take care of this work. Every welding shop should also be equipped for it. The investment for the garage or welding shop in the necessary equipment is small and the profits of a few months will more than return the initial investment.

GASES REQUIRED

There are a number of gases used for successfully doing the work; namely, acetylene mixed with oxygen; hydrogen mixed with oxygen, or city or natural gas mixed with oxygen. The acetylene, hydrogen and oxygen may be procured from local service stations in loaned cylinders at a low cost.

FLAME ADJUSTMENT

The beginner should first practice obtaining the proper flame adjustment. Instead of using the neutral flame ordinarily used in welding, a carbonizing flame with a slight excess of the fuel gas (acetylene, hydrogen or city gas) should be used.

HOLDING THE METAL

After the flame adjustment is obtained the next step is to practice building up lead, obtaining a complete fusion and at the same time preventing the metal from running away. The melting point of lead is about 650 degrees and it will take some practice in the beginning, particularly with the oxy-acetylene flame, which is quite hot, for the operator to be able to hold the metal. After this is accomplished the actual work of battery repair and lead welding is a comparatively simple matter.

PREPARATION OF WORK

The most essential point to be kept in mind—always—is to be careful that there is no dirt on the metal to be welded, or between the layers of metal built up. All dirt and dust should be carefully removed by scraping or by brushing with a stiff wire brush. The presence of dirt on the surface being welded is liable to cause an insulated point which will prevent the proper functioning of the battery.

REPLACEMENT OF TERMINALS

In replacing terminals the first thing to be done is to cut away and point the old post. The new terminal is then placed over the post; care being taken to set the terminal high enough from the cell top for wrench clearance. The flame is then applied to the terminal at the post top, melting this down to a round puddle. The terminal walls are melted before the puddle gets wide enough to reach the inside walls of the terminal and widening post puddle is melted or welded into the wall.

The first weld in the post is then allowed to cool. This is done to enable the welder to note how big the cavity is and to determine whether he has caught the walls of the terminal. The surface of the metal after cooling should be cleansed carefully with a stiff wire brush until it is bright and clean. More metal

is then added as shown in the figure by playing the torch first on the puddle and then on a lead stick held in the hand. It is essential that the lead stick and puddle in the cavity be kept at the same temperature in order to obtain complete fusion. The cavity is filled after adding in this manner several layers of lead. Enough lead is then added to round off the top and give the terminal a finished appearance. The work may then be tested by giving the terminal a sharp wrench with a pair of pliers and if the strap and element move with the impact it is an indication that the post and terminal are properly welded together.

Cell interconnectors are welded in the same way except that it is not necessary to keep the connectors as high above the cell or cover as in the case of terminals.

Besides battery repair, there are many other uses in a service station for a lead welding outfit. Welding, soldering and brazing of sheet metal such as steel, copper and lead can be done as well as the fusing of wires.

Two New Closed Models Added to Packard Line

Two new closed models have been added to the single-six line by the Packard Motor Car Co., Detroit, a five-passenger sedan limousine at \$3,325 and a five-passenger coupe at \$3,350. Both are mounted on the 126 in. wheelbase chassis. With these the company has six closed models in the single-six line, four on the short chassis and two on the 133 in.

The new sedan limousine is similar to the seven-passenger sedan limousine, already included in the line, except for the shorter chassis. It is convertible from owner to chauffeur-driven by the raising or lowering of a glass partition between the front and rear compartment. The front compartment is upholstered in plain leather and the rear in gray leather cloth.

The new coupe sets three on its rear seat, which extends across the width of the car. It is fitted with a large trunk containing two suit cases and a hat box. Nickel bar fenders are fastened on the rear panel of the body.

Assets of Empire Tire Bought for \$1,675,000

The assets of the Empire Tire & Rubber Corp., Trenton, N. J., were sold by the receivers at a public sale recently to Campbell, Heath & Co., of New York City, for \$1,675,000. It was stated that the purchasers will form a company to operate the plant, with C. Edward Murray, Jr., as head of the concern.

W. W. Pepper, a former president of the rubber company, is treasurer of the brokerage firm, while William H. Peck, president of the Third National Bank of Scranton, represented the firm in the bidding.

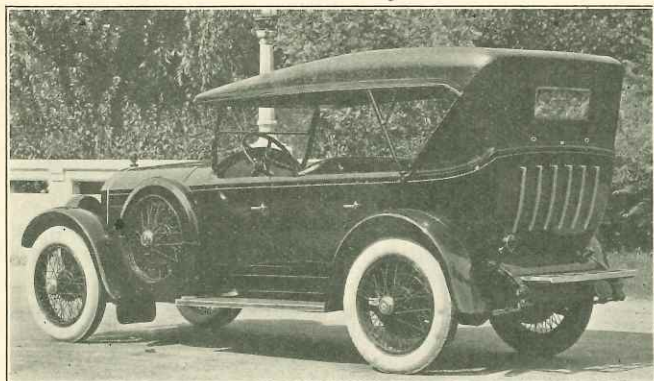
Midwest Has Passenger Car Engines

Three engines for passenger car service are now being manufactured by the Midwest Engine Co., Indianapolis. They are model "411," 3½ x 5, with thermo-siphon water circulation; model "412," same size but with water pump; and model "410," 3½ x 4½, with thermal circulation.

*From Sparks, published by Bastian-Blessing Co.

Many Refinements in New Cole Series

MANY refinements, including a stronger frame, improved spring suspension, more efficient intake manifold and a new type of body termed "Etruscan," are included in the new Cole series Eight-Ninety. The frame is made of pressed steel, six inches deep and 2½ inches wide, with five cross members and two extra strong tie bars. On the rear cross member there is a heavy gusset plate which increases the rigidity. The steel is selected by metallurgical analyses and scientific tests. This new frame keeps the entire car, both body and



NEW COLE TOURING MODEL WITH ETRUSCAN BODY

chassis, in perfect alignment at all times, which gives absolute freedom from body squeaks and insures longer life to the chassis, it is claimed. The word "Ultramite," meaning "very strong metal," has been adopted as descriptive of this new frame.

The new Etruscan body has low sweeping lines of graceful contour, but this beauty has not been obtained at the sacrifice of durability and utility.

The wheel base remains at 127¼ inches, but the body has the appearance of being much lower than previous types, due, partially, to the black rounded molding at the lower edge of the bevel at the top of the body line. This molding extends from the radiator the full length of the car. Running parallel with the molding, about one inch below, is a thin white line which gives an additional touch of harmony and grace. The standard color is a rich Cole blue with black sheet metal parts and chassis. There is a ventilator in the cowl which gives a circulation of air into the driver's compartment. New drum headlights, 12 inches in diameter, with hand ground fluted lenses and adjustable lamp brackets and tie tube add to the beauty of the car. The lamps and brackets are black enamelled and mounted to the fenders by an unusually heavy tie bar which serves as a fender brace and lamp support. This construction prevents any rattling or weaving. On all models the spare wheels and tires are mounted on the sides.

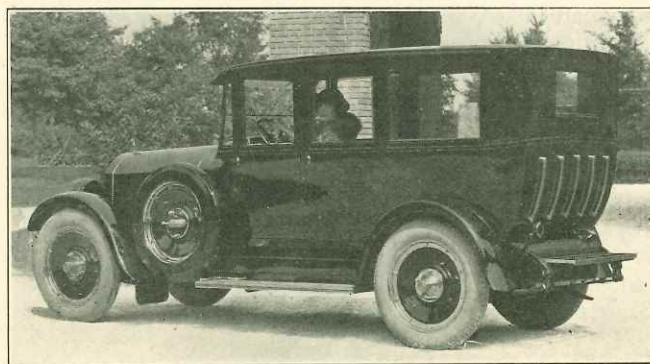
By thus placing the spare wheels—which each weigh 125 pounds with tires—near the car's center of gravity, the liability of skidding is greatly decreased, it is stated. The mounting irons are extra heavy and riveted directly to the frame. The individual steps have been entirely eliminated. In their place is a full three-quarter running board made entirely of aluminum covered with a rubber mat. It is mounted directly to the frame and rear fender in such a way that it forms a strong support to the fender. The fenders, aside from the change of design to harmonize with the Etruscan body, are twice as thick as formerly used. They are of 18 gauge metal and

mounted to the frame by two heavy irons, making it practically impossible for them to ever become loose.

With the exception of the new manifold, improved oiling system, and a few minor refinements, the motor remains unchanged. This is a special eight cylinder power plant built to Cole's specifications by Northway. It is of the "L" head type with cylinders cast 4 en block. The bore is 3½ in. and the stroke 4½ in., giving a piston displacement of 346.3 cubic inches and an S. A. E. rated horsepower of 39.22, although the engine will deliver 80 horsepower at 2800 r. p. m. Tests on the Speedway show a mileage of from 600 to 700 miles on a quart of oil, it is stated.

The new "envelope manifold" uses the exhaust to assist in the volatilization of the gas. This is done by completely surrounding the intake manifold with the exhaust manifold. The exhaust reaches a temperature of over 350 degrees in this chamber, which makes its action instantaneous and complete. Repeated tests on the Speedway at Indianapolis show that the results obtained are more than satisfactory. It is found that with this new manifold construction the engine operates much more smoothly; that all of the fuel goes into the combustion chamber in vapor form and, consequently, that the lubricating quality of the oil is not cut down by unexploded fluid gasoline passing downward around the piston rings into the crankcase and that it effects an increase of from 10 to 20 per cent in mileage, the company states.

The "hydro-cushion spring action," as it is termed by the maker, is a special Cole development which is claimed to greatly improve the riding quality by the scientific coordination of the spring action with positive, hydraulic rebound absorption. Lovejoy hydraulic shock absorbers are standard equipment on all Cole models. The springs are of the semi-elliptic type, 57½ inches in rear and 39 inches in



COLE ENCLOSED MODEL WITH ETRUSCAN BODY

front. These have been lengthened over last year's models and made lighter to get greater flexibility. Rubber spring bumpers are provided in both front and rear to prevent any metal to metal clashes on extreme rebound. These bumpers are made of tough, hard rubber and are mounted to the frame.

A new type "M" Gemmer steering gear with an all wood walnut steering wheel and friction type control has been adopted. This type is much heavier construction throughout with more bearing on the steering arm shaft, permitting easier steering. The

(Continued on page 25)

Does Trade Paper Advertising Pay?*

By FRANK M. COMRIE

REGARDLESS of the superior quality of a product, or how exactly it meets the needs of many people—the manufacturer will soon go out of business, unless someone offers it for sale, and people buy it.

It has been said that anyone can manufacture—but that it takes a wise man to sell the product.

Nothing sells itself.

Everything must be sold.

That's why the dealer's goodwill is so important.

But *every product must be sold* to the dealer, before he can conscientiously sell it to his customers.

There are only three ways of selling the dealer.

First: You can send a salesman to tell him about your products, convince him of their superior merit, win his good-will. You can satisfy him so thoroughly, that he can sell your products and make money by doing so, that he will give your salesman an initial order.

Second: You can mail a letter, catalog, or circular, which tells the dealer what he wants to know about your products. *The mailman becomes your salesman.*

Third: You can insert an advertisement in the trade papers which the dealer reads, to tell him who you are, what you make, how much he will make if he sells your products, and why he should sell them.

A salesman is supposed to get orders.

A sales-letter is expected to bring back a reply.

A circular usually has a "return post card."

WHAT DO YOU GET FROM TRADE PAPER ADVERTISING?

Some manufacturers claim that they are unable to trace results directly to their trade paper advertising. They say that they receive but a small number of replies from their advertisements in trade papers, and are unable to prove conclusively whether trade paper advertising pays them or not.

It is obviously unfair, however, for any manufacturer to judge a trade paper by the number of inquiries he receives from his advertising—since one inquiry from a trade paper may result in more actual orders during the year than 10,000 inquiries from a publication of general circulation will produce.

A publication is merely a messenger, whether it is a newspaper—a trade paper—a farm journal—or a national magazine. It has nothing to sell but its services as a messenger.

A page of white space has no tangible value. It is not worth a cent, even though it may cost the advertiser \$10,000 for a single issue. It is only a messenger, and if the message which is printed on the page of white paper is an uninteresting one—why blame the messenger?

The message is all important.

ARE TRADE PAPERS READ?

When you consider that trade papers are read for business information; that they make a direct appeal to the selfish interest of their readers; and that in order to keep informed regarding changing conditions in any particular industry, or business, *trade papers must be read*—it is apparent that the trade papers offer manufacturers a medium for reaching prospective customers who, otherwise, can only be reached economically, by salesmen or through the mails.

Did you ever try to imagine what kind of an average man reads your trade paper advertisements, and ask yourself what you would say to him about your products if he were sitting at your desk? If you have not, try it

some time and have an imaginative talk with the readers of your trade paper advertisements. It may help you to make your trade paper advertisements more effective.

If a real, live salesman, who packs a heavy grip—a sample case and a portfolio of "sales helps," from town to town, were to walk into a dealer's store and repeat word for word the "sales talk" contained in some trade paper advertisements, the dealer would think that he was crazy and "run him out of town."

HOW DO YOU "TALK?"

Do your trade paper advertisements tell the message that you want to send to the dealers who sell your products?

Do your trade paper advertisements—talk as you would talk—if you were talking to these dealers in your own office?

Do they say what your salesmen say, when they open their sample cases—and try to get an order?

Are you talking to the dealers—through your advertisements—and using the same kind of sensible language that you would use if you were speaking with them "face to face"?

You should use the same common sense in your trade paper advertisements that you would use in talking to a dealer in your office; give real facts about your products; convincing reasons why dealers can, and should, sell them straightforward talk about your co-operation and sales help.

Make your advertisements talk! Every advertisement is a message. Say something! The best advertisement is the one that says what you would say—to a dealer if you were talking to him in your own office.

But don't say too much. Other people are not so keenly interested in your business as you are. *Men read trade papers for business information—because they must—and not for recreation.* They are frequently read during business hours, therefore your advertisements should be concise and easy to read.

Dealers are in business to make money. *They are merchants who prosper by buying for re-sale at a profit—and do not play favorites.* If you offer them good values at terms on which they can make a good profit, they are just as willing to sell your merchandise as that of any other manufacturer.

A good profit and a quick turnover make the strongest possible appeal to the average dealer.

No inflexible rules can be applied to trade paper advertising. Publications in different industries require different treatment. Experience is the only guide. Advertising is one of the things you cannot tell someone else how to do.

SELECTING TRADE PAPERS

In planning your trade paper advertising, select only the best trade papers in your line, and use them liberally. Don't use the doubtful trade papers at all, and don't skimp your space in the good trade papers. More failures in trade paper advertising are due to the use of small advertisements than to any other one cause.

Shrewd manufacturers who would not buy \$100 worth of merchandise, without knowing that they received exactly what they bought, before paying for it, sometimes buy imaginary trade paper circulation from which they receive only imaginary results.

In no other branch of the publishing business is there so great an incentive for the unscrupulous publisher as in that of the trade paper. The pathway of the legiti-

*This article, which has been published in the form of a booklet by the Frank M. Comrie Co., is such a perfect analysis of the trade paper that it was deemed worthy of reproduction in somewhat condensed form.

mate publisher has been strewn with thorns by unscrupulous publishers of trade papers, who pander to the vanity and conceit of manufacturers and issue publications filled with glowing encomiums and autobiographical articles, profusely illustrated with portraits and cuts of the plant—which nobody reads, but for which liberal compensation is paid.

In placing trade paper advertising, therefore, it is most important that the messenger which is to carry your message shall be a reliable one.

The value of consistent trade paper advertising, sensibly written, and placed in dependable trade papers is beyond question, but the advertisements should be prepared even more carefully than the advertisements for large national publications, *because they appeal to a more critical audience.*

DO NOT EXPECT IMMEDIATE RESULTS

Do not delude yourself! Dealers do not sit up all night reading trade paper advertisements, nor wait until after midnight to telephone in their orders at reduced telephone rates.

A certain advertiser who used both trade papers and general publications, found that the trade papers brought him very few inquiries, but that he received a large number of replies from his national advertising. During the course of the year, however, he received one large order from his trade paper advertising that amounted to more than the total orders received from his national advertising. It took time to get the order, but it was a profitable one when it arrived.

An automobile accessory manufacturer received an inquiry from one of his advertisements in an automobile trade publication. It was from a garage in California. After considerable correspondence the garage man placed an initial order for one hundred dollars. The sales records show, however, that this California garage developed into a steady customer, and has sent the factory repeat orders of approximately \$2,500 a year, during the past five years. This one inquiry, therefore, from an automobile trade paper, has actually produced \$12,600 in actual orders over a period of five years.

One thousand such inquiries would bring a total volume of sales of \$2,500,000 annually—from one thousand customers of that kind.

THE VALUE OF AN INQUIRY

It is utterly impossible for anyone to judge the value of an inquiry. The most intensive "follow up" may only result in a small initial order, but the dealer who places the smallest initial order may develop into the largest customer on the books.

Too many manufacturers use a telescope—instead of a microscope—when they go looking for business. They study the map of California and Maine, but forget all about the dealers right near home—close to the factory, to whom they can make quick deliveries.

It is obvious that if the sales of 1,000 dealers average \$100 a year, the total volume of business done will be \$100,000.

It is just as apparent that if the average sales of 1,000 dealers can be developed to \$1,000 a year, the total volume of business done will be \$1,000,000.

If you can get 10,000 dealers whose average sales are \$1,000 a year, the total volume will be \$10,000,000.

But few manufacturers realize the value of the dealer's good-will. It's the biggest asset of any business.

Salesmen, distributors, jobbers, catalogs, circulars, sales letters, house organs, etc., all endeavor to sell to the dealer. They all want to sell him something.

But the dealer must pay for the merchandise—and then re-sell it to his customers, before the sale is actually made, and he is able to show a profit on the transaction.

The peculiar tendency on the part of manufacturers

to study the map of the United States with a telescope, instead of studying the needs of their own customers, and by intelligent, sensible co-operation developing them into larger customers, has been the cause of more advertising failures in trade papers, national advertising, newspaper advertising, farm paper advertising, and all other kinds of advertising, than all other causes put together.

Intensive co-operation with the customers which you now have, and intelligent development of the new customers who answer your trade paper advertisements will result in a more rapid growth of your business, larger profits, and greater success.

An inquiry may be but the first link in a long chain of steady sales to a satisfied customer, and it should be answered promptly and intelligently.

THE RESULT OF ONE INQUIRY FROM A JOBBER

Last year a manufacturer of automotive equipment ran an advertisement in one of the automobile trade publications. He received a reply from one of the largest jobbers in the United States, from whom his salesmen had tried to get an order for more than three years.

The manufacturer had bombarded the jobber with correspondence and his salesmen had called on him frequently, but for some reason or other he was unable, either through personal salesmanship or correspondence, to interest this particular jobber in his products.

His advertisement, however, brought "a voluntary inquiry" from this jobber, and he has since developed into a very large buyer of the manufacturer's products.

Why this business connection was established through an advertisement, rather than as the result of the calls of salesmen or correspondence from the factory, it is impossible to say. It is obvious, however, that the advertisement was a very profitable one for the manufacturer, since it brought him at least one very large customer.

WHAT CAUSES FAILURES?

Some time ago a manufacturer ran a page advertisement in a leading trade publication, and was very much disappointed because he did not receive a single reply. So was the publisher of the paper! The representative of the publication also was very sorrowful, because the manufacturer refused to continue his advertising. Everyone was disappointed.

The publisher knew that he had a good paper. The representative knew that it had a large circulation. The manufacturer had a good product, and could not understand why he did not receive any replies. The attractive page advertisement, which had cost him more than \$200 an issue, did not bring anything—but an invoice for the cost of the advertisement. That was the only tangible result.

A careful study of the advertisement itself gave the reason. *It did not ask for a reply!*

Many manufacturers entrust this very important matter of writing trade paper advertising to an inexperienced assistant, or satisfied of their own omniscience, write it themselves. When they spend money to publish the work of an inexperienced writer they usually make a mistake *for which they pay twice*, while the manufacturer who writes his own advertisement is in the same fix as the lawyer who tries his own law suit—he is handicapped by his own modesty.

THE DEALER'S "FIX"

A dealer must have customers and sell merchandise or he will very soon go out of business. His customers' good-will represents his best asset.

His endorsement of a product is frequently more influential than the manufacturer's guarantee, because his customers know him well and have faith in him.

It is obvious therefore that every dealer must be "on guard" against slick salesmen and insidious advertising.

The manufacturer who sends out high-powered salesmen to "go-get-em." without a well planned merchandis-

ing campaign that will help dealers move his products is building on sand.

When a manufacturer advertises his products in trade publications he is fishing for two things—first: an order, and second: the endorsement of the dealer who sends the order.

But the endorsement is more valuable than the order.

The manufacturer who sends out salesmen to tell dealers that he is just about to start a large advertising campaign, and "blows his horn" in trade papers about his large "National Advertising Campaign," and then fails to make his promise good, is just a plain faker—a cheap cheat.

Every dealer has had ample experience with that sort of salesmanship, and that kind of national advertising campaign. It is not surprising that they are "a wee bit careful," and have joined the "Show-Me-Club."

ABOUT CONFIDENCE MEN

There are two kinds of confidence men. There is the manufacturer who advertises his products in trade papers, sends out a salesman and when he has won the confidence of the dealer and obtained his order, treats him "on the square," delivers exactly what he promises to deliver, and makes good on his promises of advertising, sales helps, window displays, etc., to help the dealer sell the merchandise that he has purchased.

Then there is the manufacturer who sends out his salesmen with a beautiful line of talk about his products, and the wonderful amount of advertising that will be done to reach the consumers, but who fills the dealer's order with merchandise that is of inferior quality, and then fails to make good the promises of his salesmen—who are his representatives.

Dealers have bought so many "gold bricks" that they are amply justified in being careful about what they buy and in discounting the glowing orations of salesmen about their products and advertising campaign.

The confidence man who sells a "gold brick" is not, after all, very much worse than the manufacturer who sends out salesmen to cheat the dealers and then breaks all the promises that they make.

Dealers don't "work for you." The retail dealer is in business for himself and isn't under any particular obligation to sell your products, unless it is to his advantage.

If you manufacture a reliable product—it's up to you to create a demand for it—not up to the dealer.

There is no reason why you should expect the dealer to spend his money to advertise your products unless you can show him that he can make a profit by doing so.

Many manufacturers seem to be under the impression that they are doing the dealers a favor when they permit them to sell their products, forgetting that dealers are their customers, and that a business, after all, built by customers, just as a building is built by bricks. One customer may not be of very great importance to the success of any business, yet without customers no business can exist.

AN AMAZING FACT

One of the greatest of all the mysteries is why manufacturers devote so little effort to the cultivation of the confidence and good-will of their customers.

We do business with our friends, therefore the most important factor in connection with any business is to cultivate the friendship of its customers.

It is an amazing fact, however, that when a dealer makes an inquiry from a manufacturer regarding his products the important duty of giving an intelligent reply to that inquiry is frequently turned over to a clerk, who perhaps sends out a form letter or a series of follow-up form letters, none of which may give the definite information that the dealer requested.

Any manufacturer who will take a couple of weeks of his valuable time—make a trip to call on his customers himself—and then return to his office fresh from direct contact with the problems which confront his customers, and investigate the way in which the correspondence with dealers is handled in his own office, will perhaps be amazed at its inefficiency.

BAD BUSINESS METHODS

Routine correspondence that is either too short and snappy, or perhaps arrogant to the point where it verges on the border of insolence, when it is addressed to a customer, does not promote the growth of any business.

The quickest way to build any business is to make an analysis of the requirements of the customers which it already has, and by persistent, intelligent co-operation, develop them into larger customers.

When a dealer reads your advertisement in a trade paper, and answers it, he is justified in expecting a prompt, courteous, intelligent reply, instead of a poorly written, filled-in form letter that does not give him the information he wants.

He is just as busy as you are, in his way, but some manufacturers seem to assume that dealers answer advertisement just for the fun of it. If they would spend a couple of weeks calling on prospective customers, however, they would quickly get an entirely different impression.

THE CO-ORDINATION OF TRADE PAPER AND "DIRECT BY MAIL" ADVERTISING

Trade paper advertising can be supplemented very effectively with direct by mail broadsides, and when that is done each will help to make the other more effective, and more productive.

If a dealer sees your advertisement in a trade paper, it makes an impression. If he gets a good sales letter, circular or broadside a few days later, it acts as a reminder and may lead to an inquiry for further information about your products.

These two methods—the use of trade papers, supplemented by intelligently prepared direct by mail advertising, can be made very effective for obtaining dealer distribution and good-will.

The customers you now have are your business. The development of these customers into larger customers, and the addition of new customers, means growth, a larger volume of business, and increased profits.

Earl B. Stone Joins Hoyt's Service, Inc.

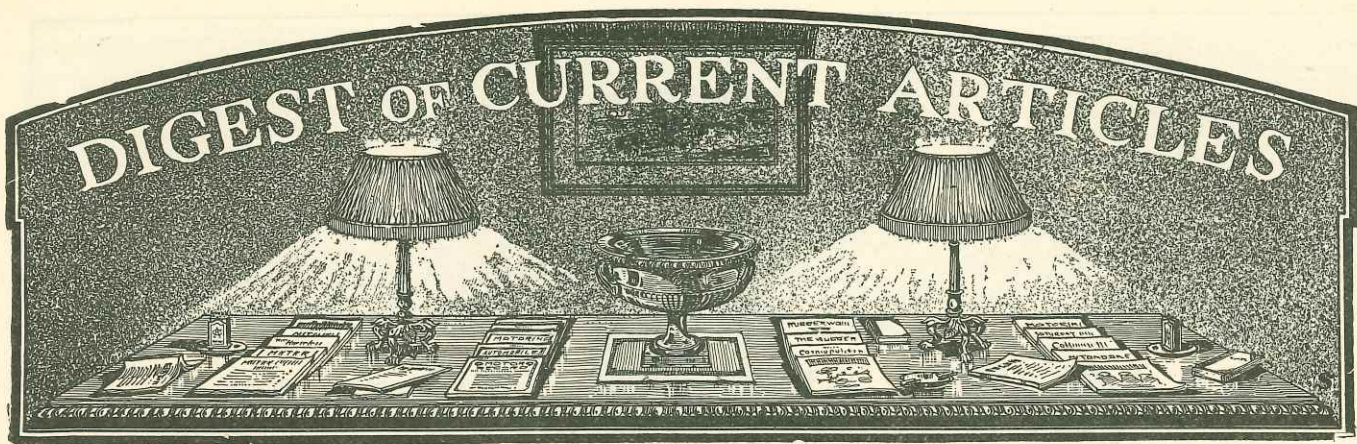
Earl B. Stone has joined the advertising staff of Hoyt's Service, Inc., at Cleveland. Mr. Stone has had nine years of sales and advertising experience. He has spent the last three and one-half years with the Cleveland Tractor Co., his last office being advertising manager of the company.

Receivers Named for Comet Plant

Receivers have been named for the Comet Automobile Co., Decatur, Ill., by Judge Baldwin, to avert foreclosure proceedings against the property, in behalf of the Citizens National Bank and the Farmers State Bank & Trust Co., of Decatur.

Maxwell Now Has Three-Bearing Crankshaft

Maxwell cars are now coming through with three instead of two bearing crankshafts. The shaft is drilled to provide force feed lubrication to all bearings. The front and rear bearings are 1 7/8 in. in diameter and the center 2 1/4 in. The total length of these three bearings comprise about one-third of the active length of the shaft.



THE qualities which make a successful salesman are discussed by Ralph Barstow in an article appearing in a recent issue of the *Automobile Trade Journal* entitled "What Qualities Make Successful Salesmen." In discussing what fundamentals the salesman must have he says in part:

"While we all take for granted so common a quality as Work it gets overlooked all the time. Like one's teeth, the idea of application to the job must be brushed up every so often for you can't sell anything without being on the job and trying.

"Another common quality that is sometimes neglected is Honesty. In the long run, the crooked salesman gets canned and his employer carries the bag. Persistence is another simple little thing that needs continual renewing. We say, 'Gee, that man will never buy a car,' and don't call, and the 'Complex Six' man sells him the week after.

"Let's get a line on some of the less taken-for-granted qualities that are common to all salesmen. Foremost is the matter of Self-Confidence. You'll say it gives a man a 'swelled head,' and I'll admit it, but better have a swelled head and get the business than not have it and not sell. Someone will come along and reduce the swelling! As a matter of experience, the self-esteem is a real necessity to offset the knocks and poor treatment we salesmen receive almost every day. If a man believed that he was bad as he is treated he would never sell anything. He's got to be able to say to himself (and believe it), 'Well, I'm a whole lot better man than you are in some things. I'll show you yet that I can sell you, you crab.' That looks childish in print, but it is the substance of what we have to tell ourselves every little while and then we have to make good on it."

Among the other qualities mentioned in the article which the successful salesman should possess are expressiveness, observation and perception, and insight.

"A GOOD many automobile dealers are still distressed over the fact that their own profit margins from sales have not kept pace with increasing costs of doing business; at a time when they are expected to spend more in maintaining their businesses than ever before, they find their incomes decreasing, save where they are able to sell many more cars than ever before," says *Automobile Topics*. "With some of them the complaint has become chronic, while with others it is based on logical reasoning.

"The manufacturer's point of view is that his dealers must go on selling more cars, as otherwise his own business cannot go on growing, and if it fail to grow then it is virtually on the decline. Hence, any policy that, while giving the customer more for his money,

also requires greater activity on the retailer's part is a good policy to pursue.

"But this may be overdone. The tendency, already noticeable, is for the enhancement of a limited number of already great and successful dealers, and the multiplication of minor associate dealers, who owe no allegiance to the Factory, but only to the distributor. Looking ahead four or five years, when conditions will be even more strained, as far as competition goes, than they are today, may it not be that a condition will be found wherein the big dealer may be possessed of more power than is good for him?

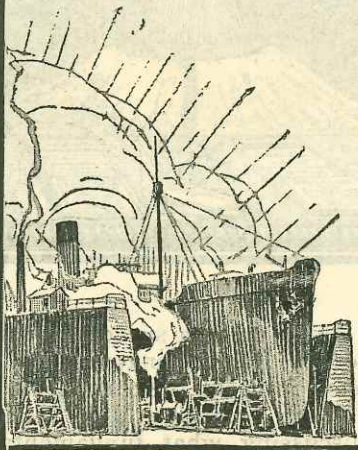
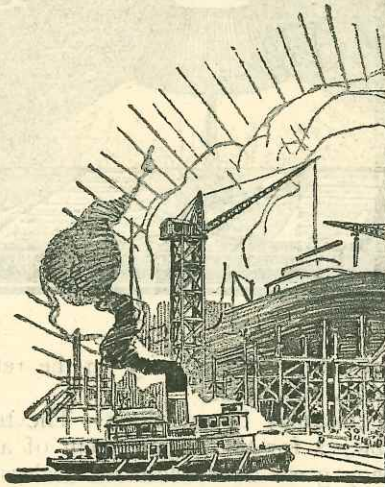
"No one can tell. At present, the urge is for dealers who can be depended upon; who will run their businesses with a minimum of reliance on the manufacturer who will work the market for all it is worth and above all else hold the line against competition. An industry distributing its product through a limited list of large and powerful wholesalers might be better off than an industry having its outlets in thousands of direct dealers. There are many advantages to be counted on both sides. But are the advantages being counted, or is the industry rushing blindly onward?"

TO sell equipment it must be properly displayed. This point is brought out in the following editorial appearing in a recent issue of the *Commercial Car Journal*:

"Any dealer who contemplates handling truck equipment must, from the very beginning, realize that such equipment will not sell itself. It must be merchandised, displayed and advertised the same as any other commodity.

"So many automotive merchants seem to think that as long as they throw a lot of packages on a few shelves and stick up a few advertising signs around their place, that they are selling equipment. This brings to mind a sub-dealer's establishment, located on a prominent automobile thoroughfare in Philadelphia. This sub-dealer handles a well-known passenger car and truck chassis. Although he hasn't much room—it wasn't that which struck the writer—but the messy looking appearance of the accessory and equipment display. Along side of the entrance close to the front, he erected about two dozen shelves against the wall, and on these shelves the equipment lay. Practically \$2,500 worth of material was literally dumped on these shelves. There was no systematic arrangement. But the worst of all was the soiled appearance of the packages. They looked as if some mechanic had made it his daily duty to faithfully smear greasy hands over every package on those shelves. The condition of those packages alone would be enough to keep any owner from buying. Is it any wonder that

(Continued on page 25)



TODD SHIPYARDS CORPORATION

ROBINS DRY DOCK AND REPAIR COMPANY
TIEBEN AND LANG DRY DOCK COMPANY
TIED VACANT BARGE COMPANY
TODD DRY DOCKS INC.
CLINTON DRY DOCKS INC.
WHITE FUEL OIL ENGINEERING CORPORATION
TODD DRY DOCK CONSTRUCTION CORPORATION
TODD DRY DOCKS INC.
TODD SHIP BUILDING & DRY DOCK CO. INC.

ONE BAYN BROOKLYN, N.Y.
HOBOKEN, N.J.
BROOKLYN, N.Y.
NEW YORK, N.Y.
TACOMA, WASH.
SEATTLE, WASH.
MOBILE, ALA.

25 BROADWAY, NEW YORK

August 3, 1922

Mr. E. J. Hayden, Asst. Eastern Sales Manager,
The Prest-O-Lite Company, Inc.,
#30 East 42nd Street,
New York City, N.Y.

Dear Mr. Hayden:-

It has just been brought to my attention that last Friday one of our repair yards required an extra supply of Prest-O-Lite in order that a rush repair job could be completed on the S.S. MEDINA.

The information that I get is that your truck made a special trip during an extremely inconvenient time of the day with the result that the repairs were completed without delay.

While we have always been entirely satisfied with your service and product, I cannot let this particular piece of good work pass without commendation.

Yours very truly,

TODD SHIPYARDS CORPORATION

William H. Todd
President.

A RUSH JOB

Prest-O-Lite's unrivalled service fully cares for the steady demand or the emergency need.

Fifty-four plants and warehouses, linked together, provide the necessary flexibility.

Each Prest-O-Lite user looks, to his nearest District Sales Office, not merely for arrangements to adequately cover acetylene needs, but for helpful co-operation and advice on any matter involved in the use of acetylene.

Prest-O-Lite

DISSOLVED ACETYLENE

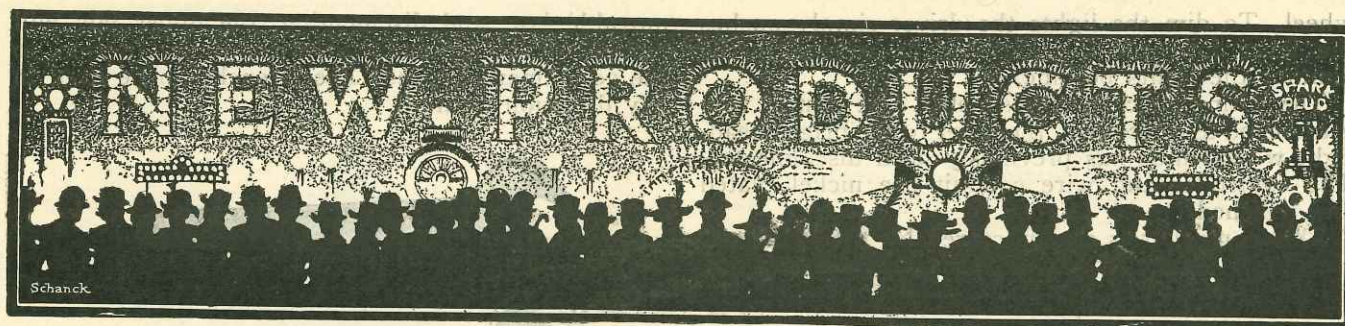
DISTRICT SALES OFFICES

Atlanta	Buffalo	Dallas	Milwaukee	Pittsburgh
Baltimore	Chicago	Detroit	New York	St. Louis
Boston	Cleveland	Kansas City	Philadelphia	San Francisco

THE PREST-O-LITE COMPANY, INC.

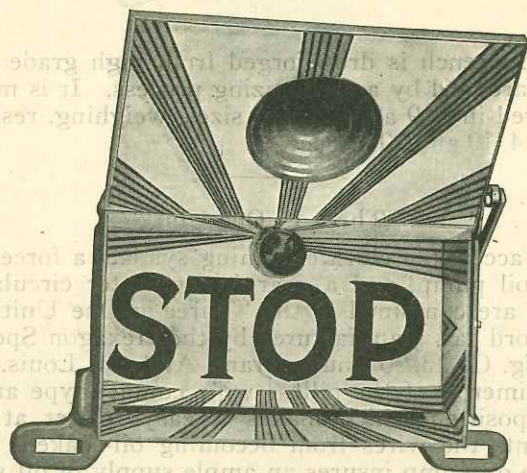
General Offices: Carbide and Carbon Building, 30 East 42nd Street, New York.

Balfour Building, San Francisco; In Canada: Prest-O-Lite Company of Canada, Limited, Toronto



Sunbeam Warning Signal

A stop signal, tail light and license plate holder are combined in the Sunbeam warning signal manufactured by the M. & M. Products Co., Rock Island,



SUNBEAM OPEN

Ill. The tail light lens is carried in a hinged cover, as will be seen from the accompanying illustration. Normally the cover is down so that the device prevents the appearance of an ordinary tail light, but as soon as the brakes are applied the cover is raised revealing a large lense with the word "stop" upon it. The signal is operated by a cable which is attached to a hinged arm screwed under the floor board to which is attached a cable from the brake lever or rod. An advantage of the device is that the



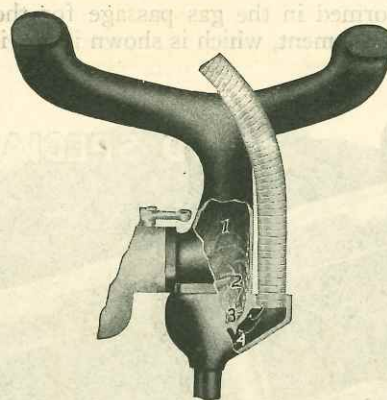
SUNBEAM CLOSED

"stop" lens is protected from dirt when not in use.

L-M Axle Co. has purchased the plant of the Jones Gear Co. at Cleveland for \$500,000. The gear company went into bankruptcy some time ago, and the axle company has been producing its products in the building that it has just purchased, having leased it from the receiver.

"Gas Stew Pot"

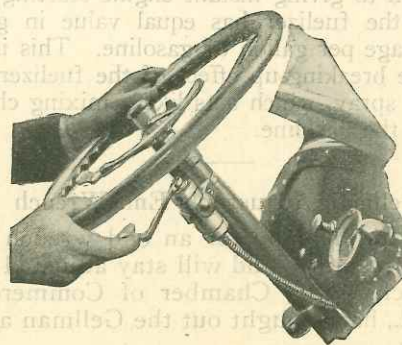
A device for overcoming the difficulties of low test gasoline called the "Gas Stew Pot" has been placed on the market by the W. G. Engineering Co., East Moline, Ill. The device heats only the heavy



ends of the gas which need the heat, allowing the gas vapors to be drawn into the cylinders unmolested. The heavy gas, forming in drops, runs into the "Stew Pot" where it is vaporized by heat, after which it is drawn into the cylinder, where it mixes with the other gas—thus forming a comparatively cool highly explosive mixture, it is claimed.

Universal Headlight Controller

The universal headlight controller makes it possible for the driver to gradually dim the headlights,



thereby eliminating the danger of abrupt dimming which always plunges the road into complete darkness while the eyes are adjusting themselves to the sudden change.

The controller can be installed on any steering-post in a few minutes and is so located that the controlling lever is operated by a gentle pressure of the finger without removing the hand from the steering

wheel. To dim the lights the driver simply pushes the lever forward. The further he pushes it the dimmer the lights become.

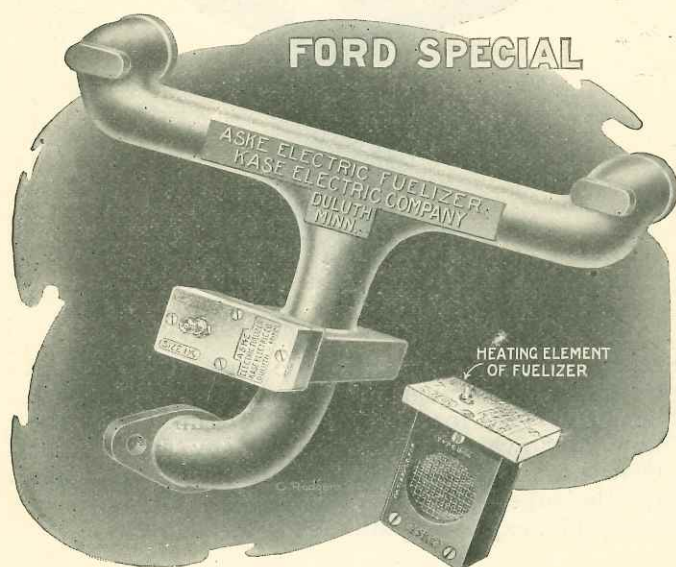
The wiring attachment is simple. One control wire is attached to the switch, the other to the bright headlight wire, which has previously been disconnected. The controller and wire conduit are nickel plated and polished.

This controller is manufactured by the Universal Headlight Controller Co., Fisk Building, New York, N. Y.

Aske Electric Fuelizer for Ford Car

The Kase Electric Co., of Duluth, Minn., which for the past year and a half has been marketing the Aske electric vaporizer for all makes of cars, has now developed an electric fuelizer designed especially for the Ford car.

The new model consists of a cast-iron manifold, with a chamber formed in the gas passage for the reception of the heating element, which is shown in the illustration.



The Aske electric fuelizer is designed to overcome motor starting troubles by electrically pre-heating the gasoline mixture.

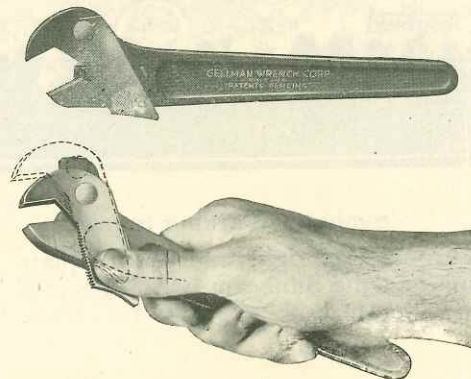
In addition to giving instant engine starting, it is declared that the fuelizer has equal value in giving increased mileage per gallon of gasoline. This is brought about by the breaking-up effect of the fuelizer grids on the gasoline spray, which acts like a mixing chamber in reatomizing the gasoline.

Gellman Adjustable End Wrench

To meet the demand for an end wrench that can be adjusted instantly and will stay adjusted the Gellman Wrench Corp., Chamber of Commerce Bldg., Chicago, Ill., has brought out the Gellman adjustable end wrench.

The screw is eliminated from this wrench, which at the same time eliminates bulkiness in the head. From the illustration, it will be noted that the handle member forms the lower jaw and is notched at right angles to the gripping face, while the movable upper jaw is also notched and can be moved up or down when the notches are pulled out of engagement. Simply by pressing with the thumb (of the hand holding the wrench) on the corrugated part of the

movable jaw, and disengaging, the upper jaw will move instantly up or down, without any friction, to the adjustment desired. The wrench can be used in any direction desired.

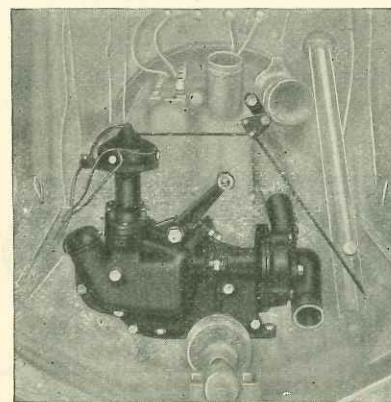


The wrench is drop forged from high grade steel and hardened by a carbonizing process. It is manufactured in 6, 9 and 12-inch sizes, weighing, respectively, 4, 10 and 20 ounces.

"Three In One Unit"

An accessible elevated timing system, a force-feed gear oil pump, and a gear-driven water circulating pump are combined in the "Three-in-One Unit" for the Ford car, manufactured by the Hexagon Specialty Mfg. Co., 3630 South Grand Ave., St. Louis, Mo. The timer is of the oilless wipe contact type and is in a position which makes it easy to get at and prevents the wires from becoming oil-soaked.

The oil pump insures an ample supply of oil when the car is going up-grade and because of the pressure developed prevents the danger of clogging of the feed pipe with lint from the brake bands. The pump also discharges oil through a drilled passage opening directly over the gears which drive the unit, thereby insuring proper lubrication.

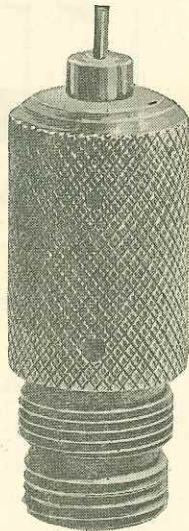


The water pump, being gear driven, is positive in action as there is no belt to slip. The standard hose connection is used. The gears of the unit are carbonized and hardened, and the shafts hardened and ground.

Sauer's Engine Time Indicator

Sauer's engine time indicator enables the repairman to check up the timing of the ignition and valves in about three minutes, it is claimed. The indicator is screwed

into the opening usually occupied by the spark plug. By cranking the engine slowly by hand it is possible with this instrument to quickly determine the power stroke,

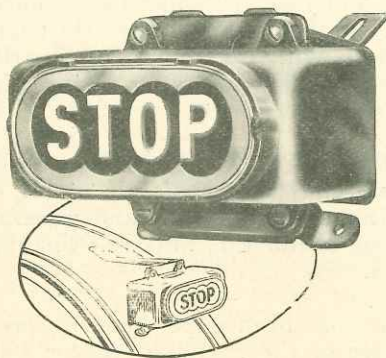


dead center and compression stroke. It is made by Sauer Bros., 4th and Main Streets, Chico, Cal.

Ensign Stop Signal

The action of inertia due to the arrested momentum of the car is used to operate the Ensign stop signal, manufactured by the Spergler-Loomis Mfg. Co., 58 East Washington St., Chicago, Ill.

The signal operates automatically when the car slows down. Any slowing movement, slight or pronounced, flashes the signal. The current is automatically cut off and the light disappears when the car comes to a stop, or at the instant it picks up speed or discontinues the slowing movement. The action is automatic, depending entirely upon the movement of the car itself, and the instant at which the signal flashes or is cut off, is always the same.



It is claimed that this signal will work equally well at very low or very high speeds and no matter whether the car is going up or down hill.

Lightness has been aimed at in the design, the frame being made of cast aluminum. The reflector is silver-plated to give greater reflecting power. The signal is furnished in black enamel, baked on.

Diamond Chain & Manufacturing Co. has opened an office in the Leader-News building, Cleveland, in charge of H. I. Markey who has been with the company for five years as mechanical engineer in the engineering and sales departments.

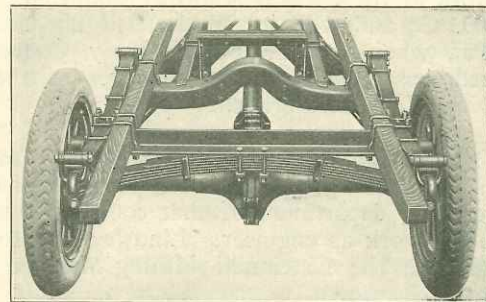
"U-Neek" Storage Battery

"U-Neek" storage batteries for both automotive and radio service are being manufactured by the Unique Storage Battery Co., Buffalo, N. Y. The batteries are designed by Charles F. Hunz, a well known battery engineer. The separators are made of Port Oxford cedar and the plates are built with interior locked bars which insure proper contact and retention of the active material.

RYD-E-Z Springs for Ford Truck

The accompanying illustration shows a rear view of a set of RYD-E-Z springs attached to a Ford truck.

RYD-E-Z springs provide platform spring suspension similar to that used on many passenger cars. They consist of three springs, 42 inches long; total, 126 inches, suspended on patented supports on each side and across the rear, giving 7½ feet of additional resiliency over the original Ford springs. The front and rear hangers distribute the load 21½ inches, each forward and backward from the differential, thereby decreasing the wear and tear on the member. The front spring hanger also strengthens the chassis and



prevents its buckling or twisting. The rear hanger supports the body rails and takes care of the load that overhangs the chassis, thereby reducing the danger of bent and broken rails to a minimum.

RYD-E-Z springs are made by the RYD-E-Z Spring Co., Cleves, Hamilton County, Ohio.

Miller Engine Being Built for Next Indianapolis Race

Harry Miller, well known builder of racing cars, has under construction at his plant in Los Angeles the first of two 122-cubic inch displacement engines which he expects to enter in the 1923 race at Indianapolis. The new engines will have eight cylinders all in line.

The chassis that will carry the Miller engines will have a wheelbase of 104 in. The front will be narrow and the body will be only 27 in. wide, accommodating a driver only. The bore of the cylinders will be 2 11/32 in. with a stroke of approximately 3½ in. Although the parts will be smaller, the motor will be similar in design to that which Jimmy Murphy has used in his car this season.

The entire car will weigh about 1,400 lbs. and the power plant is expected to develop from 90 to 95 horsepower. With the exception of the wheels, tires and electric units, the cars will be built complete in Miller's shop.

Reports by the Maxwell Motor Corp. show that the closed car output is running 50 per cent of total production. From present schedules it is very likely that the company will reach its estimate of 56,000 cars as the total output for the year.



TRADE GOSSIP



William Elliott Phelps has been appointed general sales manager for the Barley Motor Car Co. Until Aug. 1 he served as general sales manager of the Haynes Automobile Co.

F. D. Schulte has resigned as body engineer and designer of the Stephens Motor Car Co., Freeport, Ill. He will take a three or four months' vacation trip to Europe. His plans after he returns home have not been announced.

S. M. Williams, who for several years was in charge of the work of the Federal Highway Council in Washington, D. C., and who joined the Autocar Co., Ardmore, Pa., when the Federal Highway Council was abandoned, has been appointed manager of the company's New York City branch.

A. M. Lindsley, engineer with the Alvard Reamer & Tool Co., Millersburg, Pa., has been placed in charge of the advertising department of that company. He will continue his work as engineer. Lindsley was formerly identified with the Cincinnati Milling Machine Co. of Cincinnati.

A. W. Robbins, formerly of the Standard Roller Bearing Co. and the Bearings Service Co., now is associated with the Bearings Co. of America, and will travel from the Detroit offices of that concern.

Robert C. Yates, for many years identified with the Union Drop Forge Co. of Chicago, has resigned to become general manager of the Interstate Drop Forge Co. of Milwaukee.

B. G. Brennan has been appointed general sales manager of the Inland Products Co., manufacturer of the Inland Spiral-Cut and Oilless piston rings.

Ralph C. Chestnutt has been appointed chief engineer of the Templar Motors Co. at Cleveland.

Frank Talbott, who was formerly general manager of the Victor Rubber Co., has been appointed general manager of the Virginia Rubber Co., with headquarters at Charleston, W. Va. Since leaving the Victor, Talbott has been directing the manufacture and sales end of a new tire he has invented. It is announced that the tire will be manufactured at the Virginia plant instead of at Cleveland.

J. M. Dixon and N. E. Oliver have been appointed directors of the Quaker City Rubber Co., Philadelphia. Dixon is president of the Tobacco Products Co. and a director in other corporations. Oliver, who has been identified with the rubber industry for 25 years, was formerly associated as a director with the Diamond Rubber Co. and later became general manager of the B. F. Goodrich Co. of New York.

Victor M. Denis has resigned from the position of sales manager of the Hoag-Winter Auto Co., Arvern, N. Y. He expects to become affiliated with a competitive concern.

W. G. Booth, who for the past year has been the leading salesman in the Detroit office of the Grier Battery Supply Co., has been appointed branch manager of the Cleveland office. Mr. Grier, who opened this office and has been in charge up to the present time, has returned to Detroit.

A. F. Bassett has been appointed assistant sales manager of the motor bearings division of the Hyatt Roller Bearing Co. Mr. Bassett, a graduate of Yale-Sheffield school, brings to this division several years of combined sales and engineering experience with other divisions of this company. Previous to his new appointment he was sales engineer for the Detroit territory.

Stewart McDonald, president of the Moon Motor Car Co., has been elected a director of the St. Louis Chamber of Commerce.

Clayton W. Buterfield has been appointed manager of sale of the new Owen-Dyneto Electric Corp., Syracuse, N. Y. This is the first appointment announced since the purchase several weeks ago of the Dyneto Electric Corp. by Ralph M. Owen.

Del Lang and Joseph Pender have joined the sales force of the Weaver Mfg. Co. For the past five years Lang has been with the Champion Spark Plug Co. Pender was formerly with the United States Steel Products Co.

F. Earl Richardson, for 10 years a leading figure in Cleveland retail and wholesale motor car circles, has been elected as president and general manager of the Avenue Motor Co., Maxwell-Chalmers dealers in Cleveland.

O. P. Robb has been appointed vice-president and sales manager of the Stephens Motor Car Co. For a number of years Mr. Robb has been a successful sales executive for the Moline Plow Co.

James F. Boyd, formerly manager of the Willys-Overland branch at Spokane, Washington, has been appointed branch manager at Indianapolis to succeed G. V. Orr, who resigned to become associated with the Willys-Overland distributor in the State of Iowa.

John P. Dods, for years associated with the Automobile Blue Book Publishing Co., has been appointed general manager of the Brightman Manufacturing Co., South Columbus, Ohio.

MOTOR RECORD

PUBLISHED MONTHLY AT THE WEST STREET BUILDING,
90 West Street, New York, by

THE FERGUSON PUBLISHING CO.

President, ARTHUR D. FERGUSON,
Sec. and Treas., A. L. CONLEY,
Managing Editor, H. S. D. FERGUSON,
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NOTICE TO ADVERTISERS

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NO legal contract can be binding unless there has
been a "meeting of minds," as it is commonly
called. A common language makes this possible, but
unless care is taken to be specific, confusion may even
then arise.

In 1916, the Society of Automotive Engineers pre-
pared, in co-operation with engineers and representatives
of service departments of automobile companies, a list
of standard names for the common automobile parts, in
order to eliminate confusion that existed due to the
promiscuous naming of parts which had developed in
the early growth of the industry.

The standard nomenclature was approved by the So-
ciety members and largely followed by service man-
agers in making up parts' lists. This has resulted in
saving a surprising amount of time and money in the
definite and prompt making and filling of orders for
parts. Certain names, the use of which was recom-
mended in the nomenclature, were, however, not adopted
as generally as might be desired, probably the most
important of these being the term "engine" for desig-
nating an internal combustion unit of the most prevalent
type of automobile, the word "motor" being used to a
certain extent instead.

"Motor" is the correct name for an electric unit used
for changing electrical into mechanical energy, and its
meaning as applied to internal-combustion engines can
be understood only by the context. An electric *motor*

is commonly used on gasoline automobiles in connection
with the starting apparatus.

The continued misuse of the word "motor" is prob-
ably due to two factors. It is used, and correctly, to
designate a moving vehicle. In addition, many com-
panies building engines were organized in the early years
of the industry and included the word "motor" in their
official names. As the companies prospered, the names
became valuable assets and a change has been consid-
ered unwise from a business standpoint.

Nomenclature is, in a last analysis, determined by
usage. Many words are common today which are in a
derivative sense, entirely illogical, as well as entirely
different in meaning from what they meant originally.
"Electric motor" and not "electric engine" is, of course,
the name for the electric unit; and the term "steam
motor" is not used as applying to a prime mover. "En-
gine trucks" and "engine vehicles" would be equally
anomalous.

There seems to be little doubt of the logic and con-
sistency of the use of the word "engine" to denote the
internal-combustion or "gas" unit of motor vehicles.

NOW is the time to go after repair business which
will keep you occupied during the winter. Win-
ter is the logical time for a man to have his car over-
hauled. Send out circular letters to all those car own-
ers who you think will need their cars overhauled, call-
ing attention to the fact that you have the facilities for
doing a thorough job, that is, if you have. If you have
not, and unfortunately there are quite a few in this
class, it is high time that you get them.

Complete shop equipment is essential to the turning
out of a good overhaul job. It is also essential to the
success of your business. To make a fair profit in the
repair end of your business it is almost essential for
you to be able to turn out thorough work in a minimum
length of time, for time is money, and reliable work
ensures future business.

IT is expected that the Bureau of Public Roads will call
upon the various state highway commissions and
good road organizations throughout the country to com-
bat propaganda against motor truck transportation.
Both manufacturers and owners of motor vehicles, es-
pecially trucks, are making vigorous protests against the
methods adopted by electric railways to secure freight
traffic which is now transported over the highways.

AFTER the greatest summer season in its history,
the automobile accessory business in Chicago is
getting back to its accustomed stride. Dealers in acces-
sories everywhere report sales in the past six months
as beyond every expectation and preparation. Spot-
lights, bumpers, stoplights and seat covers have been
oversold in a number of places, and every dealer ex-
pects that the winter will be good.

The great majority of American farmers prefer
light truck for their delivery and hauling work as
evidenced from a compilation of figures by the statis-
tical department of the Republic Truck Sales Corp.,
Alma, Mich. Forty-one per cent. of the trucks in
use on American farms today are rated in the $\frac{3}{4}$ -1-ton
class, 18 per cent. are 1½-ton, 28 per cent. are 2-ton,
4 per cent. are 3-ton and 9 per cent. are miscellaneous
sizes.

Republic truck sales for the past three years,
parallel the average of the United States, the per-
centage of sales of various models to farmers being
approximately the same as the figures given above.

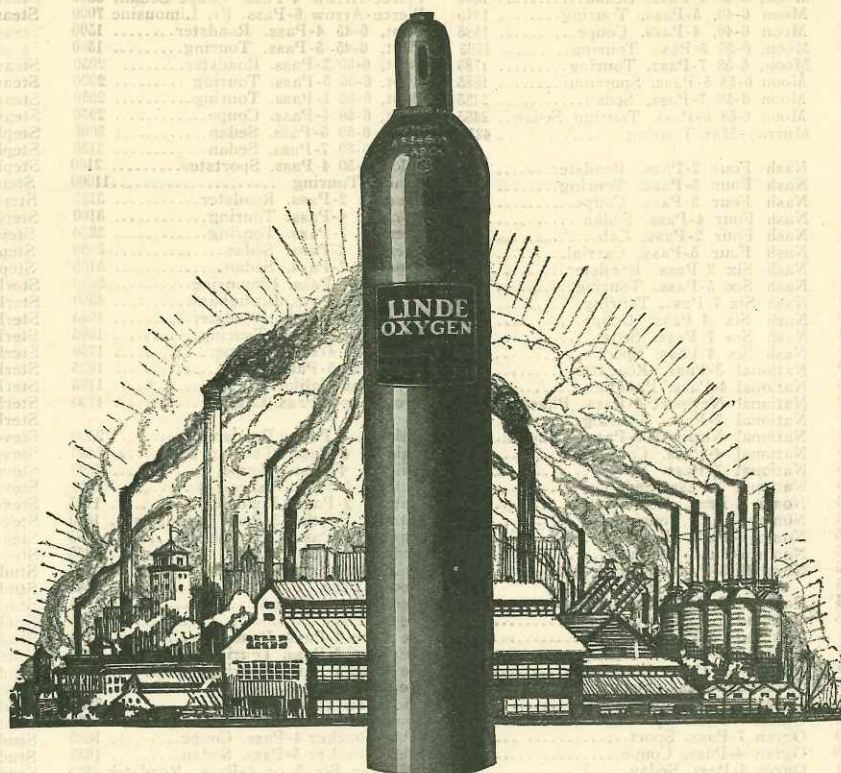
Prices of Current Models of Passenger Cars

REVISED MONTHLY

*With Starter and Demountable Rims.

Ace, F Roadster.....	\$1205	Cadillac 4-Pass. Victoria.....	3875	Daniels 2-Pass. Submarine Sp'dst'r	4850	Gardner 5-Pass. Touring.....	895
Ace, F 5-Pass. Touring.....	1295	Case, X 3-Pass. Roadster.....	1750	Davis 71 5-Pass. Phaeton.....	1295	Gardner 5-Pass. Sedan.....	1345
Ace, F 5-Pass. Sport Sedan.....	2295	Case, X 5-Pass. Touring.....	1790	Davis 74 5-Pass. Sedan.....	1795	Gardner Business Coupe.....	1095
Ace, L 2 or 3 Pass. Roadster.....	2260	Case, X 5-Pass. Sedan.....	2690	Davis 61 5-Pass. Touring.....	1595	Gearless Steamer.....	2600
Ace, L 5-Pass. Touring.....	2260	Case, X 4-Pass. Suburban Coupe.....	2550	Davis 63 4-Pass. Sport.....	1695	Grant 2-Pass. Roadster.....	1385
Ace, L 5-Pass. Sport Sedan.....	3650	Case, W 7-Pass. Touring.....	2250	Davis 65 3-Pass. Roadster.....	1595	Grant 5-Pass. Touring.....	1385
Ace, C 2 or 3 Pass. Roadster.....	2975	Case, W 4-Pass. Coupe.....	2850	Davis 75 4-Pass. Coupe.....	1795	Grant 3-Pass. Coupe.....	1895
Ace, C 7-Pass. Touring.....	2975	Case, W 7-Pass. Sedan.....	3250	Detroit Steamer, Touring.....	1585	Grant 5-Pass. Sedan.....	1945
Ace, C 4-Pass. Sport Sedan.....	4000	Case, W 4-Pass. Sport.....	2200	Dixie Flyer 2-Pass. Roadster.....	1175	Gray Roadster.....	490
Adria, 2-Pass. Roadster.....	1295	Chalmers Roadster.....	1185	Dixie Flyer 2-Pass. Speedster.....	1245	Gray 5-Pass. Touring.....	490
Adria, 5-Pass. Touring.....	1295	Chalmers 5-Pass. Touring.....	1185	Dixie Flyer 5-Pass. Touring.....	995	Gray 5-Pass. Coach.....	760
Adria, 5-Pass. Sedan.....	1995	Chalmers 7-Pass. Touring.....	1345	Dixie Flyer 5-Pass. Sport Touring.....	1295		
American 2-Pass. Roadster.....	1885	Chalmers 4-Pass. Coupe.....	1595	Dixie Flyer 5-Pass. Coupe.....	1545	Hamlin-Holmes 4-Pass. Touring...	
American 5-Pass. Touring.....	1785	Chalmers Sedan.....	2295	Dixie Flyer 5-Pass. Sedan.....	1595	Handley-Knight 5-Pass. Touring...	2250
American 7-Pass. Touring.....	1850	Champion 5-Pass. Tourist.....	895	Dodge Bros. 2-Pass. Roadster.....	850	Handley-Knight 7-Pass. Touring...	2450
American 4-Pass. Sport.....	1835	Champion 5-Pass. Special.....	1050	Dodge Bros. 5-Pass. Touring.....	880	Handley-Knight Sport DeLuxe.....	2650
American 5-Pass. Sedan.....	2485	Chandler 2-Pass. Roadster.....	1495	Dodge Bros. 2-P. Business Coupe	980	Handley-Knight 4-Pass. Coupe.....	3450
American Steamer, 5-Pass. Touring	1650	Chandler 4-Pass. Roadster.....	1595	Dodge Bros. 5-Pass. Sedan.....	1440	Handley-Knight 7-Pass. Sedan.....	3450
Anderson 2 or 5-Pass. Roadster.....	1495	Chandler 5-Pass. Touring.....	1495	Dorris 4-Pass. Tourist.....	3950	Hanover 2-Pass. Roadster.....	295
Anderson 5-Pass. Touring.....	1495	Chandler 7-Pass. Touring.....	1645	Dorris 7-Pass. Touring.....	3950	Hanson, 30 5-Pass. Touring.....	995
Anderson 7-Pass. Touring.....	1595	Chandler 4-Pass. Coupe.....	1995	Dorris 4-Pass. Coupe.....	4985	Hanson, 66 2-Pass. Roadster.....	1595
Anderson 4-Pass. Coupe.....	1995	Chandler 7-Pass. Sedan.....	2375	Dorris 7-Pass. Sedan.....	5750	Hanson, 66 5-Pass. Touring.....	1595
Anderson 5-Pass. Sedan.....	1995	Chandler 7-Pass. Limousine.....	2895	Dort 2-Pass. Roadster.....	885	Hanson, 66 7-Pass. Touring.....	1795
Anderson 2-Pass. Speedster.....	1785	Chandler 4-Pass. Dispatch.....	1645	Dort 5-Pass. Touring.....	885	Hanson, 60 4-Pass. Sport.....	1695
Anderson 4-Pass. Sport Touring.....	1595	Chandler, 4-Pass. Royal Dispatch.....	1745	Dort 3-Pass. Harvard Coupe.....	1265	Hanson, 66 4-Pass. Coupe.....	2475
Anderson 4-Pass. Ultra Sport Tour	1945	Chandler 5-P. Metropolitan Sedan.....	2295	Dort 2-Pass. Yale Coupe.....	1045	Hanson, 66 5-Pass. Sedan.....	2585
Anderson 5-Pass. Alum. Six Tour.....	1195	Chevrolet Superior 2-Pass. Roadster	510	Dort 5-Pass. Harvard Sedan.....	1385	Hatfield 4-Pass. Roadster.....	1345
Apperson 4-Pass. Sportster.....	2620	Chevrolet Superior 5-Pass. Touring	525	Driggs 4-Pass. Roadster.....	1275	Hatfield 5-Pass. Touring.....	1345
Apperson 7-Pass. Touring.....	2645	Chevrolet Superior 4-Pass. Coupe.....	840	Driggs 4-Pass. Touring.....	1275	Hatfield 4-Pass. Coupe.....	1950
Apperson 4-Pass. Tourster.....	2995	Chevrolet Superior 5-Pass. Sedan.....	860	Driggs 2-Pass. Sedan.....	1975	Hatfield 5-Pass. Sedan.....	1950
Apperson 7-Pass. Sedan.....	3695	Chevrolet Sup. 2-P. Utility Coupe	680	Driggs 4-Pass. Coupe.....	1675	Haynes, 55 2-Pass. Roadster.....	1545
Apperson 4-Pass. Sprstr-Tourequip	3395	Chevrolet FB Roadster.....	865	Duesenberg 2-Pass. Roadster.....	6500	Haynes, 55 5-Pass. Touring.....	1495
Apperson 7-Pass. Limousine Sedan.....	8395	Chevrolet FB Touring.....	885	Duesenberg 4-Pass. Touring.....	6500	Haynes, 55 3-Pass. Coupelet.....	2095
Apperson 4-Pass. Trstr-Tourequip	3245	Chevrolet FB Coupe.....	1325	Duesenberg 5-Pass. Touring.....	6500	Haynes, 55 5-Pass. Sedan.....	2395
Apperson 4-Pass. Sedanet.....	3625	Chevrolet FB Sedan.....	1395	Duesenberg 7-Pass. Touring.....	6750	Haynes, 75 2-Pass. Speedster.....	2395
Auburn 5-Pass. Touring.....	1475	Cleveland 3-Pass. Roadster.....	1085	Duesenberg 4-Pass. Coupe.....	7800	Haynes, 75 7-Pass. Touring.....	2395
Auburn 7-Pass. Touring.....	1545	Cleveland 5-Pass. Touring.....	1095	Duesenberg 5-Pass. Sedan-Lim'sine	7800	Haynes, 75 7-Pass. Sedan.....	3395
Auburn 7-Pass. Sedan.....	2345	Cleveland 4-Pass. Coupe.....	1495	Duesenberg 7-Pass. Sedan-Lim'sine	7800	Haynes, 75 4-Pass. Tourister.....	2595
Auburn 4-Pass. Sport.....	1895	Cleveland 5-Pass. Sedan.....	1585	Duesenberg 5-Pass. Brougham.....	8800	Haynes, 75 5-Pass. Brougham.....	3095
		Cleveland Sport.....	1260	Duesenberg Chassis.....	5250	Haynes, 75 7-Pass. Suburban.....	3395
Bay State 3-Pass. Roadster.....	1800	Climber Four 2-Pass. Roadster.....	1385	DuPont 2-Pass. Roadster.....	3000	Haynes, 48 2-Pass. Speedster.....	2895
Bay State 5-Pass. Touring.....	1800	Climber Four 5-Pass. Touring.....	1385	DuPont 5-Pass. Touring.....	3200	Haynes, 47 7-Pass. Touring.....	2895
Bay State 4-Pass. Coupe.....	2400	Climber Six 2-Pass. Roadster.....	2250	DuPont 4-Pass. Coupe.....	3800	Haynes, 48 4-Pass. Tourister.....	2895
Bay State 5-Pass. Sedan.....	2500	Climber Six 5-Pass. Touring.....	2250	DuPont 5-Pass. Suburban Sedan.....	4000	Haynes, 48 5-Pass. Brougham.....	3595
Beggs, 5-Pass. Touring.....	1495	Climber Six 2-Pass. Coupe.....	2490	DuPont 5-Pass. Touring Sedan.....	4000	Haynes, 48 7-Pass. Sedan.....	3895
Beggs, 4-Pass. Coupe.....	2195	Climber Six 5-Pass. Sedan.....	2750	Durant 4-Pass. Touring Sedan.....	4000	Haynes, 48 7-Pass. Suburban.....	3895
Beggs, 5-Pass. Sedan.....	2295	Coats Steamer 2-Pass. Roadster.....	1085	Durant Four 2-Pass. Roadster.....	890	Holmes 4-Pass. Roadster.....	2500
Beggs, 5-Pass. Sport.....	1595	Coats Steamer 5-Pass. Touring.....	1085	Durant Four 5-Pass. Touring.....	890	Holmes 7-Pass. Touring.....	2500
Bell, 4-32 Roadster.....	1006	Coats Steamer 5-Pass. Sedan.....	1495	Durant Four 4-Pass. Coupe.....	1365	Holmes 7-Pass. T'ring w. Artc. Top	2600
Bell, 4-32 Touring.....	1300	Cole 2-Pass. Roadster.....	2685	Durant Four 5-Pass. Sedan.....	1365	Holmes 4-Pass. Coupe.....	3300
Bell, 6-50 Roadster.....	1300	Cole 4-Pass. Sportster.....	2685	Durant Six 2-Pass. Roadster.....	1600	Holmes 6-Pass. Sedan.....	3600
Bell, 6-50 Touring.....	1300	Cole 7-Pass. Touring.....	2685	Durant Six 5-Pass. Touring.....	1650	Howard.....	
Biddle Roadster.....	2950	Cole 4-Pass. Coupe.....	3385	Durant Six 4-Pass. Coupe.....	2250	H. C. S. 2-Pass. Roadster.....	2475
Biddle Touring.....	2950	Cole 7-Pass. Sedan.....	3385	Durant Six 5-Pass. Sedan.....	2400	H. C. S. 5-Pass. 2-Pass. Roadster.....	2175
Biddle Coupe Sedan.....	3950	Cole 2-Pass. Coupe.....	2885	Earl 2-Pass. Roadster.....	1485	H. C. S. Sport Sedan.....	3250
Biddle Brougham.....	5200	Cole 7-Pass. Berline.....	3385	Earl 5-Pass. Touring.....	1095	H. C. S. 5-Pass. Sedan.....	3475
Biddle Limousine.....	5650	Cole 5-Pass. Suburban.....	3685	Earl 5-Pass. Sedan.....	1795	Hudson 4-Pass. Phaeton.....	1525
Birch, 30 Roadster.....	795	Cole 7-Pass. Tousedan.....	3085	Earl 4-Pass. Brougham.....	1795	Hudson 7-Pass. Phaeton.....	1575
Birch, 30 Touring.....	795	Columbia Light Six 5-Pass. Touring	985	Earl 4-Pass. Cabriolet.....	1395	Hudson 4-Pass. Coupe.....	2370
Birch, 44 Roadster.....	1095	Columbia Light Six 5-Pass. Sedan.....	1395	Elcar Four 3-Pass. Roadster.....	1095	Hudson 7-Pass. Sedan.....	2295
Birch, 44 Touring.....	1095	Columbia DeLuxe 2-Pass. Roadster	1475	Elcar Four 5-Pass. Touring.....	1095	Hudson 5-Pass. Coach.....	1625
Birch, 44 4-Pass. Sedan.....	1795	Columbia DeLuxe 5-Pass. Touring.....	1475	Elcar Four 3-Pass. Coupe.....	1345	Huffman 3-Pass. Roadster.....	1385
Birch, 44 4-Pass. Sport.....	1795	Columbia DeLuxe 4-Pass. Sport.....	1475	Elcar Sportster.....	1095	Huffman 5-Pass. Touring.....	1395
Birch, 66 Roadster.....	1295	Columbia DeLuxe 4-Pass. Coupe.....	2295	Elcar Six 3-Pass. Roadster.....	1395	Huffman 3-Pass. Coupe.....	2295
Birch, 66 Touring.....	1295	Columbia DeLuxe 5-Pass. Sedan.....	2350	Elcar Six 5-Pass. Touring.....	1395	Huffman 5-Pass. Sedan.....	2295
Birch, 66 7-Pass. Sedan.....	1995	Comet 5-Pass. Touring.....	2150	Elcar Six 3-Pass. Coupe.....	1975	Hupmobile 2-Pass. Roadster.....	1150
Birch, 66 4-Pass. Sport.....	1345	Comet 5-Pass. Sedan.....	2950	Elcar Six 5-Pass. Sedan.....	1995	Hupmobile 5-Pass. Touring.....	1150
Bour Davis, 5-Pass. Touring.....	1650	Corinthian 2-Pass. Roadster.....	5000	Elcar Six 5-Pass. Brougham.....	1995	Hupmobile 4-Pass. Coupe.....	1635
Bour Davis, 7-Pass. Touring.....	1650	Corinthian 5-Pass. Touring.....	5000	Elgin, K-1 2-Pass. Roadster.....	1345	Hupmobile 5-Pass. Sedan.....	1785
Bradley.....		Corinthian 7-Pass. Touring.....	5000	Elgin, K-1 5-Pass. Touring.....	1295	Hupmobile 2-Pass. Roadster-Coupe.	1335
Brewster, 4-Pass. Roadster.....	5000	Corinthian 3 or 4-Pass. Coupe.....	6875	Elgin, K-1 4-Pass. Scout.....	1345		
Brewster, 5-Pass. Touring.....	5000	Corinthian 7-Pass. Sedan.....	7290	Elgin, K-1 4-Pass. Coupe.....	1695	Jackson 4-Pass. Sport.....	1685
Brewster, 6-Pass. Sedan.....	7000	Courier 2-Pass. Roadster.....	1395	Elgin, K-1 5-Pass. Sedan.....	1695	Jackson 5-Pass. Touring.....	1485
Brewster 6-Pass. Limousine.....	7000	Courier 5-Pass. Phaeton.....	1395	Essex 5-Pass. Phaeton.....	1045	Jackson 5-Pass. Semi-Sport.....	1585
Brewster 6-Pass. Brougham.....	7000	Courier 4-Pass. Sport.....	1495	Essex 4 or 5-Pass. Coach.....	1245	Jackson 4-Pass. Coupe.....	2985
Brewster 6-Pass. Landulet.....	7000	Courier Sport Roadster.....	1395	Essex 2 or 3-Pass. Cabriolet.....	1145	Jackson 5-Pass. Sedan.....	2985
Brewster 6-Pass. Cabriolet.....	7000	Courier Coupe.....	2165			Jackson 5-Pass. California Special.....	1885
Brewster 6-Pass. Limousine L'nd'let	7000	Courier Sedan.....	2165	Fergus Chassis.....	8500	Jewett 2-Pass. Roadster.....	995
Buick Four 2-Pass. Roadster.....	865	Crawford 2-Pass. Roadster.....	3000	Ferris 2-Pass. Roadster.....	2895	Jewett 5-Pass. Touring.....	995
Buick Four 5-Pass. Touring.....	885	Crawford 4-Pass. Touring.....	3000	Ferris 6-Pass. Touring.....	2795	Jewett 4-Pass. Coupe.....	1445
Buick Four 3-Pass. Coupe.....	1175	Crawford 5 or 7-Pass. Touring.....	3000	Ferris 6-Pass. Sport.....	2995	Jewett 5-Pass. Sedan.....	1465
Buick Four 5-Pass. Sedan.....	1395	Crawford 3 or 4-Pass. Coupe.....	4500	Ferris 4-Pass. Closed.....	3895	Jordan 2-Pass. Roadster.....	1895
Buick Four Touring Sedan.....	1325	Crawford 5 or 7-Pass. Sedan.....	4500	Ford 2-Pass. Runabout.....	319	Jordan 5-Pass. Touring.....	1795
Buick Six 3-Pass. Roadster.....	1175	Cunningham.....	On app.	Ford 2-Pass. Runabout*.....	414	Jordan 4-Pass. Sport.....	2150
Buick Six Sport Roadster.....	1625			Ford 5-Pass. Touring.....	348	Jordan 5-Pass. Sedan.....	2485
Buick Six 5-Pass. Touring.....	1195	Dagmar Sport.....	3500	Ford 5-Pass. Touring*.....	443	Jordan 4-Pass. Brougham.....	2485
Buick Six Sport Touring.....	1675	Dagmar Sedan.....	4250	Ford 2-Pass. Coupe*.....	580	Jordan 2-Pass. Landulet.....	2485
Buick Six 5-Pass. Sedan.....	1985	Daniels 3-Pass. Roadster.....	4350	Ford 5-Pass. Sedan*.....	645		
Buick Six 4-Pass. Coupe.....	1895	Daniels 2-Pass. Marine Roadster.....	4350	Fox 5-Pass. Touring.....	3900	Kelsey Four 2-Pass. Roadster.....	985
Buick Six 7-Pass. Touring.....	1435	Daniels 4-Pass. Emergency R'dster	4350	Fox 3-Pass. Coupe.....	4900	Kelsey Four 5-Pass. Touring.....	985
Buick Six 7-Pass. Sedan.....	2195	Daniels 7-Pass. Touring.....	4350	Fox 5-Pass. Sedan.....	4900	Kelsey Four 4-Pass. Coupe.....	1400
Buick Six Touring Sedan.....	1935	Daniels 3 to 4-Pass. Coupe.....	5350	Franklin 2-Pass. Runabout.....	1970	Kelsey Four 5-Pass. Sedan.....	1450
Bush Four, 5-Pass. Touring.....	1125	Daniels 7-Pass. Sedan.....	6000	Franklin 5-Pass. Touring.....	1950	King 2-Pass. Roadster.....	1795
Bush Six, 5-Pass. Touring.....	1350	Daniels 7-Pass. Special Sedan.....	6800	Franklin 4-Pass. Coupe.....	2750	Kigg 7-Pass. Touring.....	1795
		Daniels 4-Pass. Close Coupled Sedan	6250	Franklin 5-Pass. Sedan.....	2850	King 4-Pass. Toursome.....	1795
Cadillac 2-Pass. Roadster.....	3100	Daniels 7-Pass. Landulet Br'gham	7100	Franklin 2-Pass. Demi-Coupe.....	2100	King 4-Pass. Coupe.....	2400
Cadillac 5-Pass. Phaeton.....	3150	Daniels 6-Pass. Landulet Br'gham	7100	Franklin 5-Pass. Demi-Coupe.....	2250	King 6-Pass. Sedan.....	2550
Cadillac 7-Pass. Touring.....	3150	Daniels 7-Pass. Town Brougham.....	6250	Franklin 4-Pass. Demi-Coupe.....	2250	Kissel 4-Pass. De Luxe Speedster.....	2385
Cadillac 2-Pass. Coupe.....	3025	Daniels 7-Pass. Suburban Limousine	6025	Franklin 5-Pass. Demi-Coupe.....	2250	Kissel 5-Pass. Standard Touring.....	1885
Cadillac 5-Pass. Coupe.....	4100	Daniels 7-Pass. Town Limousine.....	6250	Franklin 4-Pass. Brougham.....	2250	Kissel 7-Pass. De Luxe Touring.....	2385
Cadillac 5-Pass. Sedan.....	4550	Daniels 7-Pass. Landulet Suburban	6300	Franklin 5-Pass. Touring-Limousine	3150	Kissel 4-Pass. De Luxe Tourster.....	2385
Cadillac 7-Pass. Limousine.....	4600	Daniels 2-Pass. Cabriolet.....	5300	Frontenac.....		Kissel 4-Pass. De Luxe Coupe.....	2975
Cadillac 7-Pass. Imperial Limousine	4600	Daniels, D 7-Pass. Suburban Lim'se	6900			Kissel 6-Pass. De Luxe Sedan.....	3075
Cadillac 7-Pass. Suburban.....	4250			Gardner 2-Pass. Roadster.....	895	Kissel 6-Pass. De Luxe Urban Sed.	3375

Kissel 6-Pass. De Luxe Coach Sed.	3375	Monroe 5-Pass. Sedan.	1520	Pierce-Arrow 7-Pass. Vestibule Sed.	7000	Stearns-Knight Four 7-P. Lim. O. App.	
Kline 3-Pass. Roadster.	1690	Moon, 6-40 Touring.	1295	Pierce-Arrow 4-Pass. Sedan.	6900	Stearns-Knight Four 7-P. Ber. Sed.	3650
Kline 5-Pass. Sport Touring.	1690	Moon, 6-40 5-Pass. Sedan.	1695	Pierce-Arrow 4-Pass. Coupe-Sedan.	6800	Stearns-Knight Four 5-P. Brg. Cpe.	3250
Kline 7-Pass. Touring.	1690	Moon 6-40, 5-Pass. Touring.	1445	Pierce-Arrow 6-Pass. Fr. Limousine	7000	Stearns-Knt. Four 7-P. Lt. Brg. on App	
Kline 3-Pass. Coupe.	2750	Moon 6-40, 4-Pass. Coupe.	1585	Pilot, 6-45 4-Pass. Roadster.	1500	Stearns-Knight Six Roadster.	2700
Kline 5-Pass. Sedan.	2790	Moon, 6-58 5-Pass. Touring.	1785	Pilot, 6-45 5-Pass. Touring.	1500	Stearns-Knight Six 4 or 5-Pass. T'g	2700
Kurtz 3-Pass. Roadster.	2050	Moon, 6-58 7-Pass. Touring.	1785	Pilot, 6-50 2-Pass. Roadster.	2050	Stearns-Knight S x 7-Pass Touring.	2850
Kurtz 5-Pass. Touring.	2050	Moon 6-58 5-Pass. Sporttour.	1885	Pilot, 6-50 5-Pass. Touring.	2000	Stearns-Knight Six Coupe.	3350
Kurtz 7-Pass. Touring.	2100	Moon 6-58 7-Pass. Sedan.	2485	Pilot, 6-50 7-Pass. Touring.	2050	Stearns-Knight Six C'pe-Brougham	3500
Kurtz 3-Pass. Coupe.	3000	Moon 6-58 5-Pass. Touring Sedan.	2485	Pilot, 6-50 4-Pass. Coupe.	2950	Stearns-Knight Six Sedan.	3700
Kurtz 5-Pass. Brougham.	3000	Murray-Mac Touring	4250	Pilot, 6-50 5-Pass. Sedan.	3000	Stephens 2-Pass. Roadster.	1575
Kurtz 5-Pass. Sedan.	3000			Pilot, 6-50 7-Pass. Sedan.	3150	Stephens Special 2-Pass. Roadster.	1625
Kurtz 7-Pass. Sedan.	3100			Pilot, 6-50 4-Pass. Sportster.	2100	Stephens 4-Pass. Touring.	1595
		Nash Four 2-Pass. Roadster.	915	Prado Touring	11000	Stephens 6-Pass. Touring.	1625
La Fayette 2-Pass. Roadster.	3985	Nash Four 5-Pass. Touring.	935	Premier 2-Pass. Roadster.	3150	Stephens 4-Pass. Brougham.	2450
La Fayette 7-Pass. Touring.	4090	Nash Four 3-Pass. Coupe.	1385	Premier 4-Pass. Touring.	3100	Stephens 7-Pass. Sedan.	2550
La Fayette 4-Pass. Torpedo.	4090	Nash Four 4-Pass. Sedan.	1545	Premier 7-Pass. Touring.	3250	Stephens 5-Pass. Sedan.	2000
La Fayette 4-Pass. Coupe.	5500	Nash Four 2-Pass. Cab.	1195	Premier 4-Pass. Sedan.	5000	Stephens Special 4-Pass. Touring.	1645
La Fayette 7-Pass. Sedan.	5500	Nash Four 5-Pass. Carrial.	1275	Premier 7-Pass. Sedan.	5100	Stephens Special 6-Pass. Touring.	1675
La Fayette 7-Pass. Limousine.	5750	Nash Six 2-Pass. Roadster.	1210	Premier 7-Pass. Limousine.	5200	Sterling-Knight 2-Pass. Roadster.	3750
La Fayette 7-Pass. Vestibule Sedan	6250	Nash Six 5-Pass. Touring.	1240	Premier 4-Pass. Brougham.	4300	Sterling-Knight 5-Pass. Touring Car	3750
Leach 3-Pass. Roadster.	5500	Nash Six 7-Pass. Touring.	1390	Premocar 3-Pass. Roadster.	1095	Sterling-Knight 7-Pass. Touring Car	3750
Leach 5-Pass. Touring.	5500	Nash Six 4-Pass. Coupe.	1890	Premocar 5-Pass. Touring.	1095	Sterling-Knight 4-Pass. Coupe.	4700
Leach 5-Pass. Chummy Roadster.	5500	Nash Six 7-Pass. Sedan.	2190	Premocar 4-Pass. Coupe.	1750	Sterling-Knight 6-Pass. Sedan.	4900
Leach 4-Pass. Coupe.	5500	Nash Six 4-Pass. Sport.	1395	Premocar 5-Pass. Sedan.	1825	Sterling-Knight 6-Pass. Limousine.	5000
Leach 5-Pass. Sedan.	5500	National 3-Pass. Roadster.	2175	Premocar California Top.	1195	Sterling-Knight 6-Pass. Berline.	5000
Leach 7-Pass. Limousine.	5500	National 4-Pass. Phaeton.	2175	Premocar 4-Pass. Coupe.	1750	Sterling-Knight 4-Pass. Brougham.	4900
Lexington 2-Pass. Roadster.	1695	National Newport 4-Pass. Phaeton.	3025			Sterling-Knight 6-Pass. Landaulet.	5250
Lexington 5-Pass. Touring.	1695	National 7-Pass. Touring.	2375	Raleigh 3-Pass. Roadster.	2300	Stevens-Duryea 2-Pass. Roadster.	7250
Lexington 7-Pass. Touring.	1795	National Newport 7-Pass. Phaeton.	3150	Raleigh 5-Pass. Touring.	2450	Stevens-Duryea 7-Pass. Touring.	6800
Lexington 5-Pass. California.	1995	National 4-Pass. Coupe.	3725	Raleigh 4-Pass. Coupe.	3200	Stevens-Duryea 4-Pass. Touring.	6900
Lexington 7-Pass. California.	2095	National 7-Pass. Sedan.	3825	Raleigh 5-Pass. Sedan.	3300	Stevens-Duryea 6-Pass. Sedan.	8600
Lexington 5-Pass. Sport.	2045	National 4-Pass. Sedan.	3250	Ranger 2-Pass. Roadster.	1195	Stevens-Duryea 7-Pass. Limousine.	8900
Lexington 5-Pass. Royal Coach.	2145	Noma 2-Pass. Roadster.	2500	Ranger Special 2-Pass. Roadster.	1350	Stevens-Duryea 6-Pass. Berline.	8600
Lexington 4-Pass. Coupe.	2345	Noma 4-Pass. Touring.	2500	Ranger 5-Pass. Touring.	1195	Stevens-Duryea 7-Pass. Berline.	8900
Lexington 5-Pass. Sedan.	2545	Noma 6-Pass. Touring.	2600	Ranger Special 5-Pass. Touring.	1350	Stevens-Duryea 6-Pass. Brougham.	8900
Lexington 4-Pass. Brougham.	2645	Noma 5-Pass. Sedan.	3500	Reo 7-Pass. Touring.	1485	Studebaker Light-Six 3-P. Roadster	975
Liberty 2-Pass. Cavalier Roadster.	1575	Norwalk 5-Pass. Touring.	1035	Reo 5-Pass. Phaeton.	1645	Studebaker Light-Six 5-P. Touring.	975
Liberty 5-Pass. Touring.	1595			Reo 4-Pass. Coupe.	2355	Studebaker Light-Six 2-P. Cpe.-Rd.	1225
Liberty 5-Pass. Cavalier Touring.	1575	Oakland 2-Pass. Roadster.	975	Reo 5-Pass. Sedan.	2435	Studebaker Light-Six 5-P. Sedan.	1550
Liberty 4-Pass. Coupe.	2085	Oakland 5-Pass. Touring.	995	Re Vere 4-Pass. Roadster.	3200	Studebaker Spec. Six 2-P. Roadster	1250
Liberty 5-Pass. Sedan.	2245	Oakland, 4-Pass. Sport.	1165	Re Vere 4-Pass. Touring.	3200	Studebaker Spec. Six 4-P. Roadster	1275
Lincoln 2-Pass. Roadster.	3800	Oakland 2-Pass. Coupe.	1185	Re Vere 5-Pass. Touring.	3200	Studebaker Spec. Six 5-P. Touring.	1275
Lincoln 7-Pass. Touring.	3800	Oakland 4-Pass. Coupe.	1445	Re Vere 5-Pass. Sedan.	4000	Studebaker Spec. Six 4-Pass. Coupe	1875
Lincoln 4-Pass. Phaeton.	3800	Oakland 5-Pass. Sedan.	1545	Richelieu Touring	3950	Studebaker Spec. Six 5-Pass. Sedan	2050
Lincoln 5-Pass. Coupe.	4400	Ogren 4-Pass. Roadster.	3750	Rickenbacker 5-Pass. Touring.	1485	Studebaker Bix Six 7-P. Touring.	1650
Lincoln 5-Pass. Sedan.	4700	Ogren 5-Pass. Sport.	3750	Rickenbacker 4-Pass. Coupe.	1885	Studebaker Bix Six Speedster.	1785
Lincoln 7-Pass. Sedan.	4900	Ogren 7-Pass. Sport.	3850	Pickenbacker 5-Pass. Sedan.	1985	Studebaker Bix Six 4-Pass. Coupe.	2275
Lincoln 4-Pass. Sedan.	5200	Ogren 4-Pass. Coupe.	4500	Roamer Six 2 or 4-Pass. Roadster	2685	Studebaker Bix Six 7-Pass. Sedan.	2475
Lincoln 7-Pass. Limousine.	5100	Ogren 5-Pass. Sedan.	4800	Roamer Six 4-Pass. Touring.	2485	Stutz 2-Pass. Roadster.	2450
Lincoln 7-Pass. Town Car.	7200	Ogren 7-Pass. Sedan.	4800	Roamer Six 7-Pass. Touring.	2685	Stutz 6 or 7-Pass. Touring.	2640
Locomobile 4-Pass. Touring.	7600	Oldsmobile Four 4-Pass. Roadster.	995	Roamer Six 5-Pass. Coupe.	3585	Stutz 4 or 5-Pass. Touring.	2700
Locomobile 7-Pass. Touring.	7600	Oldsmobile Four 5-Pass. Touring.	975	Roamer Six 7-Pass. Sedan.	3950	Stutz 4-Pass. Coupe.	3400
Locomobile 6-Pass. Sedan.	11000	Oldsmobile Four 4-Pass. Sport.	1075	Roamer Six 3-Pass. Cabriolet.	3285	Stutz 5-Pass. Sport Sedan.	4250
Locomobile Coupe Limousine.	10500	Oldsmobile Four 4-Pass. Coupe.	1475	Roamer Four 2-Pass. Speedster.	3785	Sun 2-Pass. Roadster.	575
Locomobile 7-Pass. Limousine.	9150	Oldsmobile Four 5-Pass. Sedan.	1595	Roamer Four Touring.	3485	Sun 4-Pass. Touring.	595
Locomobile 7-Pass. Landaulet.	9150	Oldsmobile Four 5-Pass. Calif. Top.	1350	Roamer Four 4-Pass. Sport.	3650		
Locomobile Cabriolet.	10700	Oldsmobile Four Brougham.	1375	Roamer Four 4-Pass. Sport Sedan.	4650	Templar 2-Pass. Roadster.	2025
Lone Star 2-Pass. Roadster.	1395	Oldsmobile, 47 4-Pass. Roadster.	1495	Rodgers Touring	1295	Templar 4-Pass. Sportette.	2175
Lone Star 5-Pass. Touring.	1195	Oldsmobile, 47 5-Pass. Touring.	1375	Rolls-Royce 4 or 5-Pass. Phaeton.	10900	Templar 5-Pass. Touring.	1985
Lone Star 5-Pass. Beauty T. T. ring	1395	Oldsmobile, 47 4-Pass. Sport.	1495	Rotary Six 7-Pass. Touring.	4000	Templar 4-Pass. Coupe.	2650
		Oldsmobile, 47 4-Pass. Coupe.	1875	R & V Knight 4 5-Pass. Touring	1665	Templar 5-Pass. Sedan.	2785
		Oldsmobile, 47 5-Pass. Sedan.	2205	R & V Knight 4 4-Pass. Coupe.	2385	Tulsa 3-Pass. Roadster.	1175
Manexall Touring	475	Oldsmobile, 47 Super-Sport.	1675	R & V Knight 4 5-Pass. Sedan.	2475	Tulsa 5-Pass. Touring.	1175
Marmon 4-Pass. Speedster.	3435	Oldsmobile, 46 7-Pass. Touring.	1735	R & V Knight Six 2-Pass. Roadster	2475		
Marmon 2-Pass. Speedster.	3385	Oldsmobile, 46 6-Pass. Sport.	1850	R & V Knight Six 4-Pass. Sport.	2475	Velie, 58 2-Pass. Roadster.	1275
Marmon 4-Pass. Roadster.	3185	Oldsmobile, 46 4-Pass. Sport.	1735	R & V Knight Six 7-Pass. Touring.	2475	Velie, 58 5-Pass. Touring.	1275
Marmon 4-Pass. Touring.	3185	Oldsmobile, 46 7-Pass. Sedan.	2635	R & V Knight Six Coupe.	3015	Velie, 58 55-Pass. Sedan.	1795
Marmon 7-Pass. Phaeton.	3185	Overland 2-Pass. Roadster.	525	R & V Knight Six Sedan.	3105	Velie, 58 5-Pass. Brougham.	1795
Marmon Coupe.	3985	Overland 5-Pass. Touring.	525			Velie 58 55-Pass. Sport.	1335
Marmon 7-Pass. Sedan.	4385	Overland 2-Pass. Coupe.	795	Saxon 2-Pass. Roadster.	1195	Vogue, 6-55 5-Pass. Touring.	1685
Marmon 4-Pass. Sedan.	4385	Overland 5-Pass. Sedan.	875	Saxon 5-Pass. Touring.	1195	Vogue 6-55 7-Pass. Touring.	1785
Marmon Town Car.	4685	Packard Single-Six 2-Pass. R'dster	2485	Saxon 5-Pass. Sport.	1295	Vogue, 6-55 5-Pass. Sedan.	2185
Marmon Limousine	4685	Packard Single-Six 5-Pass. Touring	2485	Saxon 3-Pass. Coupe.	1795	Vogue, 6-60 Sport Touring.	1750
Marmon 7-Pass. Suburban.	4685	Packard Single-Six 7-Pass. Touring	2685	Saxon 5-Pass. Sedan.	1795	Vogue, 6-66 5-Pass. Touring.	1785
Marsh Touring	1145	Packard Single-Six 4-Pass. Coupe.	3175	Sayers 2-Pass. Roadster.	1645	Vogue, 6-66 7-Pass. Touring.	1885
Maxwell 2-Pass. Roadster.	835	Packard Single-Six 5-Pass. Sedan.	3275	Sayers 5-Pass. Touring.	1645	Vogue, 6-66 5-Pass. Coupe.	2285
Maxwell 5-Pass. Touring.	835	Packard Single-Six 7-Pass. Sedan.	3525	Sayers 4-Pass. Coupe.	2645	Vogue, 6-66 5-Pass. Sedan.	2385
Maxwell 4-Pass. Coupe.	1235	Packard Single-Six 7-P. Sed.-Lim.	3575	Sayers 5-Pass. Sedan.	2645	Vogue, 6-66 7-Pass. Sedan.	2485
Maxwell 5-Pass. Sedan.	1335	Packard Twin-Six 2-Pass. Roadster.	3575	Seneca, O-2 2-Pass. Roadster.	875		
McFarlan 2-Pass. Roadster.	6300	Packard Twin-Six 7-Pass. Touring	3575	Seneca, L-2 5-Pass. Touring.	875	Waltham 2-Pass. Roadster.	2350
McFarlan 7-Pass. Touring.	6300	Packard Twin-Six 4-Pass. Phaeton.	3550	Seneca, 50 5-Pass. Touring.	1095	Waltham 5-Pass. Phaeton.	2350
McFarlan 4-Pass. Sport.	6300	Packard Twin-Six Coupe.	5240	Skelton 2-Pass. Roadster.	995	Waltham 4-Pass. Coupe.	3050
McFarlan Sedan	7500	Packard Twin-Six Sedan.	5400	Skelton 5-Pass. Touring.	995	Waltham 5-Pass. Sedan.	3250
McFarlan Town Car.	7500	Packard Twin-6 7-Pass. Limousine	5275	Spencer 2-Pass. Roadster.	750	Washington 5-Pass. Touring.	1785
McFarlan 7-Pass. Cabriolet.	9000	Paige, 6-44 2-Pass. Roadster.	1465	Spencer 5-Pass. Touring.	750	Wasp 4-Pass. Touring.	5500
McFarlan Sport Sedan.	7500	Paige, 6-44 5-Pass. Touring.	1465	Spencer 3-Pass. Coupe.	900	Wescott, 44 Touring.	1690
McFarlan Brougham	7800	Paige, 6-44 4-Pass. Sport.	1595	Spencer 5-Pass. Sedan.	900	Wescott, 44 Sport.	1890
McFarlan Limousine	7500	Paige, 6-44 4-Pass. Coupe.	1995	Sperling 3-Pass. Roadster.	980	Wescott, 44 Sedan.	2690
McFarlan Landaulet	8500	Paige, 6-44 5-Pass. Sedan.	2245	Sperling 5-Pass. Touring.	980	Wescott, 44 Special Sedan.	2890
Merced 4-Pass. Runabout.	3950	Paige, 6-66 7-Pass. Touring.	2195	Standard 2-Pass. Roadster.	2150	Wescott, D-48 7-Pass. Touring.	1990
Merced 2-Pass. Raceabout.	3950	Paige, 6-66 4-Pass. Sport.	2245	Standard 4-Pass. Sport.	2395	Wescott, D-48 Special Touring.	2190
Merced 6-Pass. Touring.	3950	Paige, 6-66 5-Pass. Coupe.	3100	Standard 7-Pass. Touring.	2395	Wescott, C-48 Sedan.	3090
Merced 4-Pass. Sporting.	3950	Paige, 6-66 7-Pass. Sedan.	3155	Standard 4-Pass. Coupe.	2750	Wharton	4885
Merced 4-Pass. Coupe.	4850	Paige, 6-66 Limousine.	3350	Standard 7-Pass. Sedan.	3200	Wills St. Claire 4-Pass. Roadster.	2475
Merced 6-Pass. Limousine.	5250	Paige, 6-66 Daytona.	2495	Standard 4-Pass. Sedanette.	3000	Wills St. Claire 5-Pass. Phaeton.	2475
Merit 2-Pass. Roadster.	1895	Pan 5-Pass. Touring.	1190	Standard 7-Pass. Vestibule Sedan.	3350	Wills St. Claire 4-Pass. Coupe.	3275
Merit 5-Pass. Touring.	1895	Paterson 5-Pass. Touring.	1390	Stanley Steamer 2-Pass. Roadster.	2750	Wills St. Claire 7-Pass. Sedan.	3475
Meteor 2-Pass. Roadster.	3750	Paterson 7-Pass. Touring.	1425	Stanley Steamer 5-Pass. Phaeton.	2750	Wills St. Claire 7-Pass. Limousine.	3850
Meteor 4-Pass. Touring.	4250	Paterson 4-Pass. Coupe.	2395	Stanley Steamer 7-Pass. Phaeton.	2750	Wills St. Claire 5-Pass. Brougham	3975
Metropolitan Four 2-Pass. Roadster	600	Paterson 5-Pass. Sedan.	2395	Stanley Steamer 7-Pass. Sedan.	3985	Wills St. Claire 7-Pass. Town Car.	3850
Metropolitan Four 5-Pass. Touring	600	Peerless 4-Pass. Phaeton.	2990	Stanley Steamer 4-Pass. Brougham	3950	Wills St. Claire 7-Pass. Imper. Sed.	3575
Metropolitan Four 3-Pass. Coupe.	700	Peerless 7-Pass. Phaeton.	2990	Stanwood 2-Pass. Roadster.	1765	Willys-Knight 2-Pass. Roadster.	1235
Metropolitan Four 5-Pass. Sedan.	700	Peerless 2-Pass. Town Coupe.	3300	Stanwood 5-Pass. Touring.	1765	Willys-Knight 5-Pass. Touring.	1235
Metropolitan Eight, Roadster.	1200	Peerless 4-Pass. Suburban Coupe.	3400	Star 2-Pass. Roadster.	319	Willys-Knight 4-Pass. Coupe.	1795
Metropolitan Eight, Touring.	1200	Peerless 5-Pass. Town Sedan.	3900	Star 2-Pass. Roadster.		Willys-Knight 5-Pass. Sedan.	1950
Metropolitan Eight, Suburban.	1500	Peerless 7-Pass. Suburban Sedan.	4090	Star 5-Pass. Touring.	348	Winther 5-Pass. Touring.	1595
Metropolitan Eight, Cabriolet.	1500	Peerless 7-Pass. Berline Limousine	4390	Star 5-Pass. Touring.		Winton 2-Pass. Roadster.	3400
Mitchell 3-Pass. Roadster.	1750	Peerless 4-Pass. Opera Brougham.	4900	Star 5-Pass. Touring.		Winton 4-Pass. Sport Phaeton.	3600
Mitchell 5-Pass. Touring.	1790	Piedmont Four Touring.	970	Star 2-Pass. Coupe.	580	Winton 7-Pass. Touring.	3400
Mitchell 7-Pass. Touring.	1850	Pierce-Arrow 3-Pass. Roadster.	5250	Star 5-Pass. Sedan.	645	Winton 4-Pass. Victoria Coupe.	4000
Mitchell 4-Pass. Sport.	1850	Pierce-Arrow 4-Pass. Touring.	5250	Stearns-Knight 3-Pass. Roadster.	2250	Winton 4-Pass. Sport Sedan.	4450
Mitchell 4-Pass. Coupe.	2325	Pierce-Arrow 7-Pass. Touring.	6250	Stearns-Knight Four 5-Pass. T'ring	2250	Winton 7-Pass. Limousine Sedan.	4700
Mitchell 5-Pass. Sedan.	2525	Pierce-Arrow 3-Pass. Coupe.	6800	Stearns-Knight Four 7-Pass. T'ring	2450	Winton 7-Pass. Sedan.	4450
Moller 2-Pass. Roadster.	2000	Pierce-Arrow 7-Pass. Sedan.	7000	Stearns-Knight Four 4-Pass. Coupe.	3150	Winton 7-Pass. 3-4 Limousine.	4450
Monitor	875	Pierce-Arrow 7-Pass. Limousine.	7000	Stearns-Knight Four 7-Pass. Sedan.	3450	Winton 7-Pass. French Limousine.	4450
Monroe 2-Pass. Roadster.	950						
Monroe 5-Pass. Touring.	950						
Monroe Sport Roadster.	1100						



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THE LARGEST PRODUCER OF OXYGEN IN THE WORLD



MANUFACTURERS' NOTES

Taylor Rubber Co., Ltd., has acquired a block of 48 acres of land in Aurora, Ont., is planning to erect a factory to which its manufacturing operations will be transferred. Engineers are at work on plans, but building has not yet commenced. The plant will have a capacity of 500 tires a day.

Martin-Parry Corp. reports sales of bodies about 75 per cent. ahead of last year, with August sales about double last year. Although dollar volume is smaller than last year per body, total sales in dollars still is well ahead of 1921 because of increased production.

Metropolis Bending Co., Cleveland, manufacturer of top bows, has succeeded the Union Bow Co., through which it has sold its product for many years. A. E. Puls, formerly in charge of the sales department of the Union Bow Co., has been appointed sales manager and assistant treasurer with headquarters in Cleveland.

The first unit of the new Flint Motor Car Co., organized by W. C. Durant, is now under way and should be completed, according to contract, by July 1, 1923. This unit will be 900 feet by 80.

Walworth Realty Co., a subsidiary of the Walworth Manufacturing Co. of Boston, has awarded a contract for the construction of a warehouse, pipe shop and garage in Long Island City. The main building will contain the offices, city sales department, shipping room, and space for the storage of fittings and materials. The pipe storage building is to be 60 x 214 feet.

P. J. Janssen, Ltd., exporter of automotive products with offices in New York City, Singapore and Bandoeng, Java, has opened offices in Amsterdam to handle the business in Holland, Belgium and Scandinavian countries of American automotive manufacturers.

L. H. Gilmer Co., Tacony, manufacture of automotive equipment, is producing 20,000 fan belts every twenty-four hours, according to Ludwell H. Gilmer, president. This department is operating at two-thirds of capacity, while other departments are running twenty-four hours a day. The plant is shipping approximately 150,000 fan belts and 1,000,000 feet of brake bands a month to the Ford Motor Co. The company has approved plans and is about to award a contract for the erection of a new power plant and a storage house at a cost of approximately \$200,000.

Holbrook Co., manufacturer of automobile bodies, announces plans to double its present capacity at the Hudson, N. Y., plant. The company now employs 120 men. An addition to its present plant to cost \$100,000 will be erected.

Mueller Electric Co. has completed its new building at 1583 East 31st St., Cleveland, which will permit it to expand its activities in the manufacture of electric specialties.

Springfield Commercial Body Co., Inc., has been formed in Springfield Mass., to manufacture, repair and deal in automobile bodies. Charles B. Ring is president and L. Philip Smith is treasurer of the concern, which has an authorized capitalization of \$200,000.

Racine (Wis.) Metal Stamping Co. has changed its corporate title to Racine Screw Works, to better designate the present nature of its principal business. Albert O. Falkenrath is president, and Jerome J. Ritter, secretary.

Federal Rubber Co., Cudahy, Wis., has started construction work on three additional floors of a new seven-story manufacturing addition, 120 x 250 ft., the foundations and first floor of which were erected last year. The structure is projected as a seven-story building, and the remaining three stories will be built early in 1923. It will represent an investment of about \$400,000, including equipment.

Cropper-Kinney Auto Spring Co. has been incorporated at Lebanon, Ohio. George Cropper, president and treasurer has been connected with the Milburn Wagon Co., on its sales force, for the past 25 years. L. H. Kinney, vice-president and general superintendent had charge of the Studebaker spring factories for over 12 years. Lately he was president of the Cincinnati Auto Spring Co. A. M. Kinney will be assistant superintendent. The company expects to be in operation by Oct. 15 and will manufacture the Star Brand spring.

Borg & Beck Co., clutch manufacturer, plans to transfer its recently acquired Hough Mechanical Hoist Co. from Chicago to Moline with a force of 100 men. The hoist is used to elevate dumping wagon bodies.

Lee Motors, Inc., Syracuse, has taken over the agency for Syracuse and Central New York for the Oakland.

REVISED MONTHLY

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NAME AND MODEL	ENGINE				Car-bureto				REAR AXLE				RUNNING GEARS																
	Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacement	Rated H. P.	Max. Brake H. P.	R. P. M. at Max.	Shape of Cylinder	How Cylinders are	With P. Ring Groove	Valve (Clean)	Lift of Valve	Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Make	Fed by	Make	Type	Type of Gears Used	Gear Ratio	Car Drives Through	Torque Take By	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs	No. Crankshaft Bearings	Weight of Car Ready for Road
Mitchell, 50-5.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Mitchell 50-7.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Moller.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Monitor Series.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Monroe.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Moore, 6-58.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Moore 6-40.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Murray Mac, 70-T.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Nash Four.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Nash 691.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
National Sixtet.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Noma, C.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Norwalk.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Oakland 6-44.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Oakland, 6-60.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Oldsmobile 43-A.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Oldsmobile 46.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Oldsmobile, 47.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Overland, 4.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Packard Single-Six.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Packard Twin-Six.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Packard 6-44.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Packard 6-66.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Pan, A.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Patterson 23-6-52.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Peeterson.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Piedmont, 4-30.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Pierce-Arrow.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Pilot, 6-45.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Pilot, 6-50.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Prado, H.L.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.40	50	2000	1	L	Blk	1 1/2	1 1/2	275	Hel	P-T	F & S	Stmb	V Remy	Remy	F	Sp B	4.41	S	L	120	33 x 1 1/2	Stanwald	Cant	33260	33260
Premier, 6-D.	Ow	6	3 1/2 x 5	289.29.4																									

NAME AND MODEL	ENGINE										Car-buretor	IG-NITION SYSTEM		Make of Starting-Lighting System	Type of Clutch	Make of Clutch and Forward Speeds	Make of Gearset	REAR AXLE				RUNNING GEARS				No. Crankshaft Bearings	Weight of Car Ready for Road							
	Make of Engine	Number Cylinders	Bore and Stroke in Inches	Piston Displacement.	N. A. C. C. Rated H. P.	Max. Brake H. P.	R. P. M. at Max.	Shape of Cylinder	How Cylinders are	Wth. P. Ring Groove		Diam. Inlet Valve (Clear)	Lift of Valve					Cam Shaft Drive	Type of Cooling System	Type of Oiling System	Fed by	Make	Type	Make	Type of Gears Used			Gear Ratio	Car Drives Through	Torque Taken By	Wheelbase in Inches	Tires	Make of Rims	Type of Rear Springs
Vale 58.....	Own	6 3/4x4 1/4	190 23 44	47 2200	47 2200	47 2200	1 Blk	How	1 1/2	1 1/2	1 1/2	Hel	T-S	S	F & S	Stumb	V At K	West	D D	Own	U P 3	Durs	Thie	Own	S-F	Sp B	4.66 S	S 115	32x4	Firestone	Semi	4 1/2	3290	
Vogue 6-66.....	Cont.	6 3/4x5 1/2	308 29 40	60 2200	60 2200	60 2200	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Shub	V Conn	Auto Lite	D-D	B & B	U P 3	G-L	Nor	Salsbury	S-F	Sp B	4.50 S	S 125	32x4 1/2	Firestone	Semi	4 1/2	3290		
Vogue 6-55.....	H-Splm	6 3/4x5 1/2	249 25 35	50	50	50	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Shub	V Conn	Auto Lite	D-D	B & B	U P 3	G-L	Nor	Salsbury	S-F	Sp B	4.50 S	S 125	32x4	Firestone	Semi	4 1/2	3290		
Waltham.....	Ruten	3 3/4x5 1/2	230 23 50	48 2400	48 2400	48 2400	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch S-H	G & D	D D	B & B	U P 3	War	Spl	Timken	S-F	Sp B	4.67 S	S 120	32x4 1/2	Firestone	Semi	4 1/2	32750		
Washington B.....	Cont	4 3/4x5 1/2	242 27 34	70 1800	70 1800	70 1800	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Zeni	V Remy	Bijur	G & D	D D	B & B	U P 3	War	Arv	Columbia	S-F	Sp B	4.67 S	S 120	32x4	Firestone	Cont	32000		
Wasp.....	Wisc	4 3/4x5 1/2	36 10	1800	1800	1800	T 2	2 1/2	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	West	D-D	Cov	U P 4	Cov	Spl	Columbia	F F	Hel	3	132	32x4 1/2	Firestone	Semi	33800			
Westcott, 44.....	Cont	6 3/4x5 1/2	242 27 40	43 2690	43 2690	43 2690	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	Delco	West	D-D	B & B	U P 3	Cov	Spl	Columbia	S-F	Sp B	5.09 S	S 120	32x4 1/2	Firestone	Semi	33000		
Westcott, D-48.....	Cont	6 3/4x5 1/2	308 29 40	51 1940	51 1940	51 1940	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	Delco	Delco-3	D-D	B & B	U P 3	War	Pet	Timken	S-F	Sp B	4.45 S	S 125	32x4 1/2	Firestone	Semi	33000		
Wharton W-11.....	Own	12 3/4x5 1/2	498 50 70	80 2600	80 2600	80 2600	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	Delco	Delco	D-D	B & B	U P 3	Dun	Spl	Timken	S-F	Sp B	4.50 S	T 138	32x4 1/2	Firestone	Semi	34550		
Wills St. Claire.....	Own	8 3/4x4 1/2	266 33 80	67 2700	67 2700	67 2700	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	Delco	Delco	D-D	Own	U P 3	Dun	Spl	Timken	S-F	Sp B	4.44 S	T 121	32x4 1/2	Firestone	Semi	33115		
Willy-Knight, 20.....	Own	8 3/4x4 1/2	186 21 03	40 2400	40 2400	40 2400	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	Auto	Auto	D-D	Own	U P 3	War	Timken	S-F	Sp B	4.44 S	T 118	32x4 1/2	Stanweld	Semi	32950			
Winther, 61.....	H-Splm	6 3/4x5 1/2	249 25 35	58 2080	58 2080	58 2080	L Blk	L Blk	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	West	West	D-D	War	U P 3	War	Pet	Timken	S-F	Sp B	4.58 S	T 132	32x4 1/2	Firestone	Semi	32800		
Winton 40.....	Own	6 3/4x5 1/2	348 33 75	70 2200	70 2200	70 2200	L 2	L 2	1 1/2	1 1/2	1 1/2	Hel	P	F & S	Stumb	V Bosch	Delco	Delco	D D	War	U P 3	War	Pet	Timken	S-F	Sp B	4.45 S	T 132	32x4 1/2	Firestone	Semi	4 4046		
Wizard.....	Own	2 3/4x4 1/2	71 9 12	15 3100	15 3100	15 3100	I Sep	I Sep	1 1/2	1 1/2	1 1/2	Spr	A	F & S	Schub	V At K	Delco	Delco	D D	.....	U P 3	.....	.....	.....	S-F	Sp B	6.00 S	R 100	30x3c	F E	2 890	
Wizard.....	Own	4 3/4x5 1/2	170 18 23	42 2300	42 2300	42 2300	L 2	L 2	1 1/2	1 1/2	1 1/2	Spr	A	F & S	Schub	V At K	.....	.....	C	.....	.....	.....	.....	.....	S-F	Sp B	4.25 S	R 100	30x3c	F-E1	3 1200	

STEAM CARS

Name and Model	Wheel-Base	Type of Boiler	Boiler Location	Type of Engine	Type of Valve Gear	Type of Valves	No. Cyl.	Bore and Stroke	Engine Location	Final Drive	Fuel Used	Burner Type	Condensing or Non-Condens.	Gear Ratio	Tire Size	Type of Rear Spring	Car Drives Through	Torque Taken by
American Steamer.....	121	Watertube	Hood	CompDact	Joy	Poppet	2	36x44 1/2	Hood	Bev Gr	Kero	Atomizing	Condensing	1.75	33x4	Semi El	.....	.....
Coats.....	112	Fire Tube	Hood	Sing Act	Chin	Slide	2	36x44 1/2	Under Floor	Spur Gr	Kero	Bunsen	Condensing	2.50	31x4	Semi El	.....	.....
Detroit Steamer.....	115	Fire Tube	Hood	D Act	Chin	Slide	2	36x44 1/2	Rear Axle	Spur Gr	Kero	Bunsen	Condensing	1.81	31x4	Semi El	.....	.....
Gearless Steamer.....	130	Watertube	Hood	SimpDact	Walscure	Slide	4	45x55	Rear Axle	Spur Gr	Kero	Vaporizing	Condensing	1.00	32x4 1/2	Semi El	.....	.....
Sta. ley 740.....	130	Fire Tube	Hood	SimpDact	Walscure	Slide	2	45x55	Rear Axle	Spur Gr	Kero	Vaporizing	Condensing	1.50	32x4 1/2	Elliotte	Perch Rods	Eng Frame

The Noiseless Car Is Yet To Be Built

(Continued from page 5)

such a form that they will tend to deaden instead of magnify sound, a great deal can be done.

The second cause of noise, namely, that due to careless or imperfect design, is in most cases inexcusable. It has been proved, for example, that it is easily possible to almost completely muffle the exhaust without undue loss of power, yet there are a certain number of makers, who are not doing it. Weak frames, with insufficient rigidity, are often responsible for body squeaks. Faulty workmanship, on the part of the body maker, often results in many rattles and squeaks. Improper laying out of the rear construction with regard to caring for the drive and torque reactions sometimes results in noise. It appears to be more difficult to make the rear construction silent when no torque tube or arm is used.

The third cause of noise, that due to wear of the parts, probably never can be entirely overcome. Much can be done, however, by providing larger bearing area at all points where looseness may occur and furnishing efficient means of lubrication.

Many Refinements in New Cole Series

(Continued from page 7)

wheel is 18 inches in diameter, and made of laminated walnut with finger grips on the inside and hand grips on the outer surface.

The trunk rack and body guard rails are made of aluminum and carry out the idea of the Etruscan design. The trunk rack is anchored direct to the frame and serves as an additional support, which increases the rigidity. The windshield has been made rain proof by completely sealing the stationary lower section with rubber strips. The new Johnson Model R Carburetor is the swing valve type and gives greater economy, quicker acceleration and more speed, it is stated.

Digest of Current Articles

(Continued from page 11)

some dealers say that there isn't money in handling equipment? Of course, there isn't. Neither would the average hardware window display be attractive if a lot of rusty tools were displayed.

"When the average man buys a piece of automotive

equipment he wants to feel that the product he is buying is brand new, clean stock. Cleanliness is just as essential in the equipment department as it is in the repair department."

Remy Issues New Folder

The Remy Electric Company of Anderson, Ind., has issued a folder to the truck trade entitled "Successfully Supplying the Demand."

This folder explains, how in anticipation of the demand, Remy designed and built complete electrical systems for commercial car service. The trucks that now use Remy systems are illustrated together with the Remy units that are used in connection.

The company will upon request supply copies of this folder to those interested in the building or distribution of commercial cars.

John A. Rhue, treasurer of the Indiana Truck Corp., has returned from an extended trip through Missouri, Kansas, Oklahoma and Texas. Rhue reports that he was impressed with the improvement in business and states that he anticipates a good fall and winter.

REVISED MONTHLY

†Price including body.

[illegible]

NAME AND MODEL	WHEELBASE	TIRES				RUNNING GEAR				ENGINE				STARTING & LIGHTING SYSTEM		GEARSET				Final Drive	Chassis Price											
		Kind	Front Size	Rear Size	Rear Spokes	Front Spokes	Hub	Bore	Type of Rear Axle	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H. P.	Cylinder How Cast	Width of Piston Groove	Cooling System	Ignition System Type	Spark Advance	Make			Extra Cost	Make of Governor	Make of Carburettor	Type of Feed	Clutch Type	Make of Clutch	Universal Joints	Make	Location	Speeds	
Bessemer.....	3,000 124	D	35x55	35x55	12 12 13 14	12 12 13 14	2	2	Torb	Cont	4 3 2 2 2 2 2 2	19 20 21 22 23 24 25 26	22 50 b-1	19	1	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1	d-d	Full	Arv	Full	u-m	3 opt	Int-g	1 735
Bessemer.....	4,000 144	H2	36x33 1/2	36x55	12 14 12 2 2 2 2	12 14 12 2 2 2 2	2 2 2 2	2 2 2 2	L-M	Cont	4 4 4 4 4 4 4 4	22 50 b-1	22 50 b-1	22	1	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	p	B&B	Arv	B-L	amid	d-red	2 895	
Bessemer.....	6,000 158-176	J2	36x44	36x55	12 14 12 2 2 2 2	12 14 12 2 2 2 2	2 2 2 2	2 2 2 2	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	3 695	
Bessemer.....	10,000 166-175	K2	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	1 195	
Bethlehem.....	2,000	S	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	1 595	
Bethlehem.....	4,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	2 195	
Bethlehem.....	6,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	2 595	
Bethlehem.....	8,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	2 995	
Bethlehem.....	10,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	3 395	
Bethlehem.....	12,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	3 795	
Bethlehem.....	14,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	4 195	
Bethlehem.....	16,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	4 595	
Bethlehem.....	18,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	4 995	
Bethlehem.....	20,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	5 395	
Bethlehem.....	22,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	5 795	
Bethlehem.....	24,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	6 195	
Bethlehem.....	26,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	6 595	
Bethlehem.....	28,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	6 995	
Bethlehem.....	30,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	7 395	
Bethlehem.....	32,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	7 795	
Bethlehem.....	34,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	8 195	
Bethlehem.....	36,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	8 595	
Bethlehem.....	38,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	8 995	
Bethlehem.....	40,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	9 395	
Bethlehem.....	42,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	9 795	
Bethlehem.....	44,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	10 195	
Bethlehem.....	46,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	10 595	
Bethlehem.....	48,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	10 995	
Bethlehem.....	50,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	11 395	
Bethlehem.....	52,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	11 795	
Bethlehem.....	54,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	12 195	
Bethlehem.....	56,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	12 595	
Bethlehem.....	58,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	12 995	
Bethlehem.....	60,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	13 395	
Bethlehem.....	62,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	13 795	
Bethlehem.....	64,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	14 195	
Bethlehem.....	66,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	14 595	
Bethlehem.....	68,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	14 995	
Bethlehem.....	70,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1/2	none	Stumg 1 1/2	none	Stumg 1 1/2	1 1/2	g	B&B	Arv	B-L	amid	Int-g	15 395	
Bethlehem.....	72,000	D	36x55	36x55	8 8 2 2 3	8 8 2 2 3	3	3	Torb	Cont	4 4 4 4 4 4 4 4	32 40 2-1	32 40 2-1	32	1 1/2	cell	Bosch S-H	Bosch S-H	1 1													

NAME AND MODEL	RUNNING GEAR										ENGINE										STARTING & LIGHTING SYSTEM		GEARSET				Chassis Price							
	Wheelbase	Tires			Wheels				Type of Rear Axle	Make of Engine	No. of Cylinders	Bore and Stroke in Inches	N. A. C. C. H. P.	Valve Location	Width of Piston Ring Groove	Cooling System	Radiator Type	Ignition System	Spark Advance	Make	Extra Cost	Make of Governor	Size of Carburettor	Type of Feed	Clutch Type	Make of Clutch		Make of Universal Joints	GEARSET					
		Kind Tires	Front Size	Rear Size	No. of Spokes	Width of Spokes	Size of Flange	Hub																					Front	Rear	Location	Speeds	Total Gear Reduction in High	

Distance.....	G	2,000	128	35x5	12 1/2	11 1/2	13 1/2	8	7 1/2	4 1/2	6 1/2	Baton	High w/y	4 3/4 x 5	22 50	2-r	P	cell	Eiam S-H	Auto	No	Stmgb	1	v	d-d	B&B	Arv	G-L	u-m	3	5 12-1	bev	1,525	
Deance.....	D	3,000	140	35x6	14 1/4	14 1/4	14 1/4	8	10 3/4	4 1/2	6 1/2	Forb	High w/y	4 3/4 x 5	22 50	2-r	P	cell	Eiam S-H	Auto	Yes	Stmgb	1	v	d-d	B&B	Arv	G-L	u-m	3	7 00-1	int-g	1,695	
Deance.....	E	4,000	140	35x7	14 1/4	14 1/4	14 1/4	8	10 3/4	4 1/2	6 1/2	Forb	High w/y	4 3/4 x 5	22 50	2-r	P	cell	Eiam S-H	Auto	Yes	Stmgb	1	v	d-d	B&B	Arv	G-L	u-m	3	9 00-1	int-g	1,895	
De Martini.....	F	2,000	131	35x3	14 1/4	12 1/2	12 1/2	8 1/2	8 1/2	3 3/4	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	21 03 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	worm	1,485
De Martini.....	3	4,000	148	36x4	14 1/4	12 1/2	12 1/2	10 1/4	10 1/4	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	28 90 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	8 75-1	worm	1,485
De Martini.....	31	6,000	160	36x3	14 1/4	12 1/2	12 1/2	11 1/2	11 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	32 40 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	8 75-1	worm	1,485
De Martini.....	31	2,500	172	36x5	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	19 60 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	bev	1,485
De Martini.....	34	3,000	136	35x5	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	34	4,000	144	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	6,000	150	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	10,000	170	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	10,000	170	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	10,000	170	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	10,000	170	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	10,000	170	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	10,000	170	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
De Martini.....	27	10,000	170	36x6	12 1/2	12 1/2	12 1/2	8 1/2	8 1/2	4 1/2	4 1/2	Sheldon	Buda	4 1/2 x 5 1/2	22 50 b	4	P	P	Bosch	Bosch	Reiny	100.00	Stmgb	1 1/2	v	d-d	B-L	Spi	B-L	u-m	4	6 30-1	int-g	1,485
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De Martini.....	27	10,000																																

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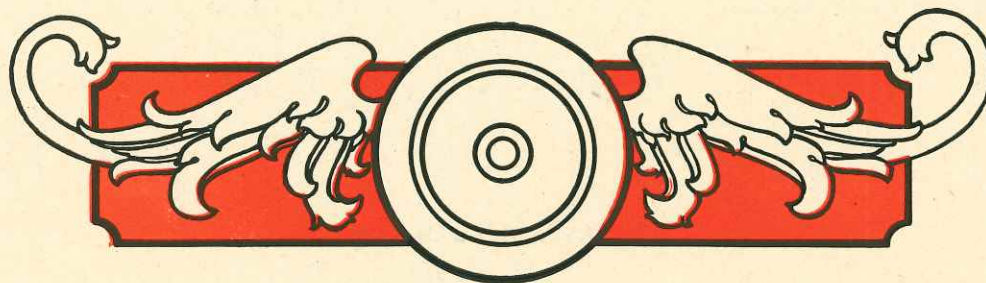
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Chassis Price:

Passenger
Cars
and
Motor
Trucks



ATTERBURY

SPECIFICATIONS OF ALL MODELS

CHASSIS WEIGHT—1½ ton, Model 20-R, 4,500; 2½ ton, Model 22-C, 5,670; 3½ ton, Model 22-D, 7,500; 5 ton, Model 8-E, 9,496.

BODY WEIGHT ALLOWANCE—1½ ton, Model 20-R, 1,250; 2½ ton, Model 22-C, 2,000; 3½ ton, Model 22-D, 2,500; 5 ton, Model 8-E, 2,500.

SPEED ON SOLIDS—1½ ton, Model 20-R, 20 M.P.H.; 2½ ton, Model 22-C, 18 M.P.H.; 3½ ton, Model 22-D, 15 M.P.H.; 5 ton, Model 8-E, 12½ M.P.H.

SPEED ON PNEUMATICS—1½ ton, Model 20-R, 22 M.P.H.; 2½ ton, Model 22-C, 19.5 M.P.H.; 3½ ton, Model 22-D, 16.5 M.P.H.

MOTORS—CONTINENTAL—1½ ton, Model 20-R, J-4; 2½ ton, Model 22-C, K-4; 3½ ton, Model 22-D, L-4; 5 ton, Model 8-E, B-2.

BORE AND STROKE—1½ ton, Model 20-R, 3¼ by 5; 2½ ton, Model 22-C, 4¼ by 5¼; 3½ ton, Model 22-D, 4¼ by 5½; 5 ton, Model 8-E, 4¾ by 6.

CARBURETOR—Zenith carburetor in all models.

GOVERNOR—1½ ton, Simplex; 2½ and 3½ ton, Pierce; 5 ton, Continental.

IGNITION—Magnetos in all models.

CLUTCH—Multiple dry disc in all models.

TRANSMISSION—1½ ton, three speeds, unit power plant; 2½, 3½ and 5 ton, four speeds amidships.

RATIOS—1½ ton: final 7.75—1, second 13.17—1, first 31.0—1, reverse, 27.12—1; 2½ ton: final 9.25—1, third, 16.2—1, second 26.2—1, first 49.4—1, reverse 57.8—1; 3½ ton: final, 10.3—1, third, 18.4—1, second, 29.8—1, first, 55.2—1, reverse 66.1—1; 5 ton: final 11.6—1, third 17.4—1, second 32.9—1, first 62.0—1, reverse 74.6—1.

DRIVE—Worm in all models.

AXLES—Timken in all models.

FRONT TIRES—1½ ton, 34 by 3½; 2½ ton, 36 by 4; 3½ ton, 36 by 5; 5 ton, 36 by 5.

REAR TIRES—1½ ton, 34 by 5 single; 2½ ton, 36 by 4 dual; 3½ ton, 40 by 5 dual; 5 ton, 40 by 6 dual.

WHEELBASE—1½ ton, Std. 12 ft. (144 in.); 2½ ton, Std. 13 ft. (156 in.); Long 15 ft. (180 in.); 3½ ton, Std. 14 ft. 6 in. (174 in.); Long, 16 ft. 6 in. (198 in.), Short, 12 ft. 6 in. (150 in.); 5 ton, Std. 14 ft. (168 in.), Long, 16 ft. (192 in.).

CAB—1½ ton, open; 2½ ton, semi-enclosed; 3½ ton, semi-enclosed; 5 ton, open.

LIGHTS—Delco electric in all models.

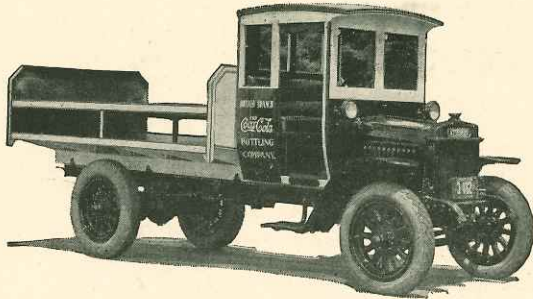
STANDARD FINISH—Gray in all models.

ESTABLISHED 1903

Atterbury Motor Car Company
BUFFALO, NEW YORK

ATTERBURY MOTOR CAR COMPANY

BUILDERS OF MOTOR TRUCKS EXCLUSIVELY SINCE 1903



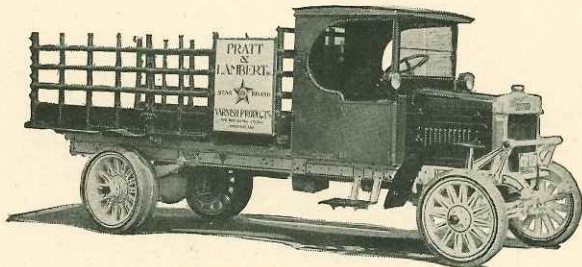
1½ Ton, Model 20-R, \$2,475

Ample speed combined with the ever necessary ruggedness are just two of the reasons for the success of this model under the punishment of service. The worm drive, heavy flexible bolted frame, perfected J4 Continental motor and many other features all combine to maintain the prestige of the Atterbury reputation.



2½ Ton, Model 22-C, \$3,375

All around suitability of carrying capacity coupled with dependable and economical performance has made the 2½ ton Atterbury one of the most popular models. Two wheelbase lengths provide for a wide range of body sizes so that light bulky loads and materials of great length can be handled as profitably as material of greater tonnage in proportion to size.



3½ Ton, Model 22-D, \$4,275

For general heavy duty work this big 3½ ton Atterbury has the strength and power to stand up and produce. Likewise in interurban express service with long hauls at sustained speed owners have found this model ideal because of its capacity, stamina and dependability.



5 Ton, Model 8-E, \$4,975

When it's a matter of maximum tonnage and brute strength the 5-ton Atterbury is 100% there. Each of its 9,496 pounds has its particular work to do and working collectively they make up a unit that does business and eliminates worry. This is one of the reasons why this model has been selected by many of America's greatest industries.

The Atterbury franchise carries the permanent backing of one of the oldest motor truck manufacturers in the United States.



ESTABLISHED 1903

Atterbury Motor Car Company
BUFFALO, NEW YORK

COLE SPECIFICATIONS

New Series 890

MECHANICAL FEATURES

MOTOR—Eight cylinder, high speed. $3\frac{1}{2}$ in. bore, $4\frac{1}{2}$ in. stroke. 346.4 cubic inch piston displacement. "L" heads removable, affording quick, easy access to valves and combustion chambers. Cylinder blocks and crank case cast in two section, divided vertically. Cam and pump shafts driven by helical gears. Counter-balanced crank shaft. Envelope manifold for increasing efficiency of fuel. Aluminum alloy constant clearance pistons. S. A. E. horsepower 39.22. Actual horsepower, more than 80.

STARTING, LIGHTING, IGNITION—Delco System.

LUBRICATION—Force feed, gear pump readily accessible from outside of motor; driven from crankshaft.

CLUTCH—Cole patented cone type, leather faced, with auxiliary springs under leather for easy engagement.

STEERING—18-in. corrugated solid walnut built up steering wheel and spider with walnut finish horn button and control disc. Irreversible type gear with ball thrust bearing.

FRAME—The new Ultramite frame is a channel section of special frame steel. Tapered at front to give shortest possible turning radius; widened at rear to afford rigid body support. Cole trunnion design with cross-members at all points subject to strains.

WHEELBASE—127 $\frac{1}{4}$ inches.

AXLES—Rear, Cole improved three-quarter floating. Bevel gear differential. One-piece pressed steel housing. Front, special drop-forged and heat treated I-beam. Tapered roller bearings front and rear.

BRAKES—External contracting foot brakes, $16 \times 2\frac{1}{2}$ inches. Internal expanding emergency brake, $15\frac{5}{8} \times 2\frac{1}{4}$ inches. Special Cole construction and design.

SPRINGS—Cole direct drive spring suspension. Springs oil tempered, 39-inch semi-elliptic front, $57\frac{1}{2}$ -inch semi-elliptic rear. Underslung in rear. Shackle bolts equipped with large oil cups and bronze bushings. Adjustable spring shackles. Special combined construction with Lovejoy Hydraulic Shock Absorbers, giving the wonderful Hydro-cushion spring action.

TIRES AND RIMS—Cord tires on all wheels. 33×5 inch tires front and rear, straight side, quick detachable rims.

EQUIPMENT—Motor-driven tire pump with air hose and gauge permanently attached. 75-mile speedometer. Waltham dash clock. Ammeter. Oil pressure gauge. Motometer. Electric motor-driven horn. Equipped with Lovejoy Hydraulic Shock Absorbers. Barrel type, head lamps with hand ground lenses. Twenty gallon gasoline tank with gauge. Complete outfit of tools.

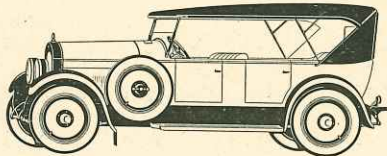
WOOD, WIRE, OR DISTEEL WHEELS OPTIONAL ON ALL MODELS

Cole Motor Car Company

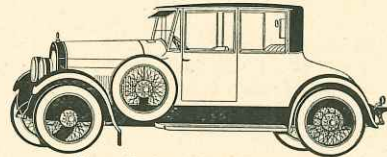
INDIANAPOLIS, U. S. A.

COLE MOTOR CAR COMPANY

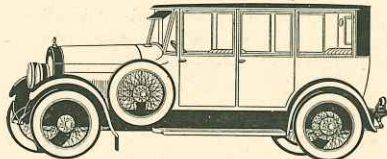
New Series 890



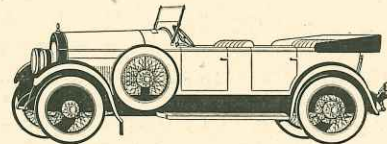
New Series Ultra-Equipped
TOURSTER
Seven Passenger
\$2685



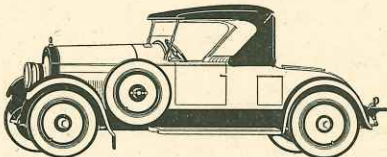
New Series Ultra-Equipped
COUPE
Four Passenger—All Aluminum Body
\$3285



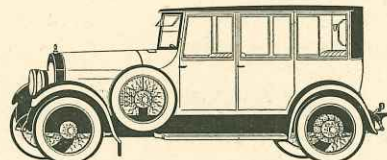
New Series Ultra-Equipped
SEDAN
Seven Passenger—All Aluminum Body
\$3685



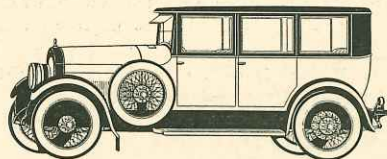
New Series Ultra-Equipped
SPORTSTER
Four Passenger
\$2685



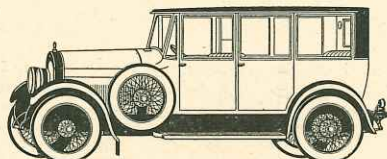
New Series Ultra-Equipped
ROADSTER
Two Passenger
\$2685



New Series Ultra-Equipped
SUBURBAN
Five Passenger—All Aluminum Body
\$3685



New Series Ultra-Equipped
TOURSEDAN
Seven Passenger
\$3285



New Series Ultra-Equipped
BERLINE
Seven Passenger—All Aluminum Body
\$3685

All prices at Indianapolis

Cole Motor Car Company
INDIANAPOLIS, U. S. A.

FEDERAL FAST EXPRESS SPECIFICATIONS

CAPACITY—2000 lbs.; body allowance 900 lbs.; chassis weight, 2950 lbs.; total, 5850 lbs.; wheelbase 132 inches; tread 56 inches; loading space back of seat 110 inches.

MOTOR—Continental J-4; 4 cylinders; L-Head; Mono Block type; 3-bearing crank shaft; 3-point suspension; force feed lubrication system through hollow crank shaft; bore, $3\frac{3}{4}$ inches; stroke, 5 inches; 30 horsepower at normal engine speed.

IGNITION—Eisemann Magneto with manually controlled spark.

CARBURETOR—Zenith; central jet, float feed, automatic.

COOLING SYSTEM—By fan and water circulated by centrifugal water pump of ample proportions through a Federal type detachable core radiator with pressed steel tanks and side members chemically treated to prevent rust.

CLUTCH—Borg & Beck dry plate; two 10 inch asbestos fabric discs enclosed in Bell housing; easily adjusted for wear.

TRANSMISSION—3 speeds forward and one reverse; selective; sliding; stub tooth; spur gear type; mounted on flywheel housing; splined main shaft; annular ball and roller bearings of generous size throughout.

PROPELLER SHAFTS—Tubular, provided with three Universal grease-tight joints of ample proportions. Supported at center of self-aligning ball bearings.

REAR AXLE—Timken-Detroit; worm drive with differential mounted on Timken-Roller bearings; semi-floating; completely enclosed in one-piece pressed steel housing; gear ratio standard 5.6 to 1.

FRONT AXLE—Timken-Detroit; drop forged I-beam; tapered roller bearings.

BRAKES—Internal duplex; expanding type; 15 inch x $2\frac{1}{2}$ inch foot and emergency, each having four Raybestos faced shoes operating in drums on rear wheels.

FRAME—Pressed steel; channel section; 3-16 inch thick; 5 inch deep at center; $30\frac{1}{2}$ inch wide at front and 34 inch wide back of seat; height from ground loaded, $29\frac{1}{2}$ inches.

SPRINGS—Chrome Vanadium steel; semi-elliptic type; front, 38 inches x $2\frac{1}{4}$ inches; rear, 50 inches x $2\frac{1}{2}$; 8 leaves rear.

STEERING GEAR—Gemmer irreversible type; worm and worm wheel; ample adjustment for wear; bearings of generous size; 18 inch hand wheel.

GASOLINE SYSTEM—Sheet steel tank; $12\frac{1}{2}$ gallons; tinned inside and out; mounted on chassis under seat, with Stewart vacuum tank on dash under hood.

WHEELS—Dished and tapered demountable disc wheels; valve connection outside.

TIRES—Pneumatic U. S. Royal cords; truck type; non-skid; 33 x 5 inches front and rear.

CONTROL—Transmission and brake levers mounted on transmission housing, center of chassis; steering gear column on left; accelerator pedal on toe board; hand throttle and spark control lever on steering column; ignition switch and carburetor choke are provided on the dash.

CHASSIS LUBRICATION—Alemite grease connections with efficient high pressure grease gun; no grease cups to be filled by hand.

DASH EQUIPMENT—Dash, toe boards, fenders and running boards heavy pressed steel, floor board wood.

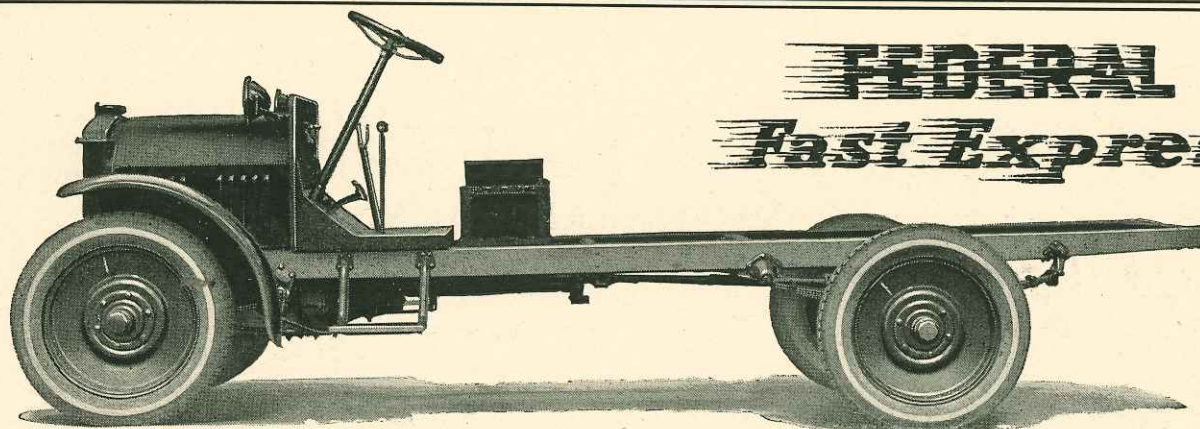
ELECTRIC EQUIPMENT—Remy electric starter and generator; electric horn; electric side, tail and dash lights with special hard service battery mounted under seat, easily accessible.

CHASSIS PRICE—\$1375 f. o. b. Detroit, freight and war tax additional. Price includes complete set of tools, jack, oil can and hand pump.

This Federal Fast Express completes a line that now satisfies every haulage requirement. It opens the 65% light delivery truck market to alert Federal Dealers. A wire or special delivery letter concerning territories will have immediate attention.

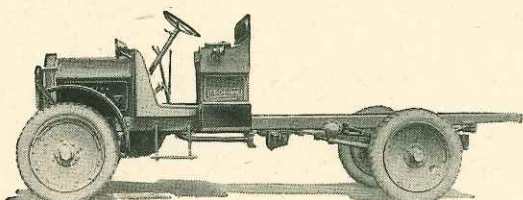
Federal Motor Truck Company

DETROIT, U. S. A.

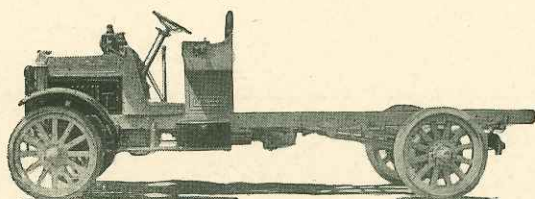


FEDERAL
Fast Express

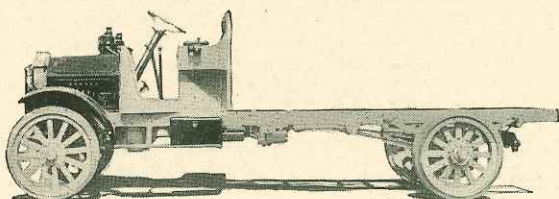
There is a Federal Truck for every Hauling Need



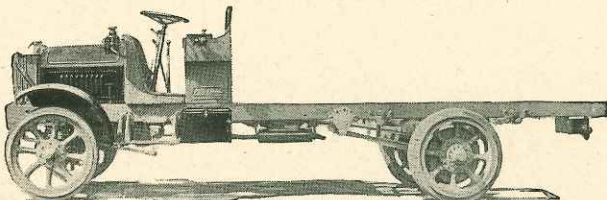
Federal Model "SD"—2000 pounds capacity, Wheelbase, 132"; 30 H.P. Motor.



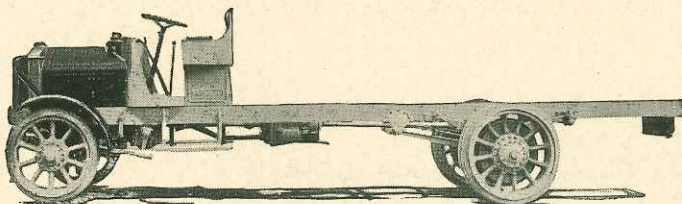
Federal Model "TE"—3000 pounds capacity, Wheelbase, 144"; 35 H.P. Motor.



Federal Model "UE"—4000 pounds capacity, Wheelbase, 120", 144" or 156" and Special 168"; 35 H.P. Motor.



Federal Model "WE"—7000 pounds capacity, Wheelbase 156" and Special 180" 40 H.P. Motor.



Federal "X2"—10,000 pounds capacity, Wheelbase, 156" and Special 180"; 50 H.P. Motor.

With the addition of the Fast Express to the Federal line, Federal dealers are enabled to satisfy the trucking requirements of every prospect.

The Fast Express is the biggest little truck on the market. Of truck type construction all the way through; it has a capacity of at least one ton, a speed of 35 miles per hour and can be fitted with any one of 32 body combinations.

The other members of the Federal family include units up to seven tons capacity, several of standard and special wheelbase lengths.

The Federal line is designed to reach every prospect whether in the fast, light delivery field or in heavy duty hauling.

Every live dealer knows what this means—the certainty that he can figure with every possible buyer. Your territory may be open. Write us today.

Another
FEDERAL

FEDERAL MOTOR TRUCK COMPANY
DETROIT, U. S. A.

GENERAL MOTORS TRUCK COMPANY SPECIFICATIONS

LOAD CAPACITY—Model K16, 2,000 pounds with 900 pounds body allowance; Model K41, 4,000 pounds with 1,500 pounds body allowance; Model K71, 7,000 pounds with 2,000 pounds body allowance; Model K101, 10,000 pounds with 2,500 pounds body allowance.

ENGINE—GMC design and manufacture, 4-cylinder, L-head, water cooled. Model K16, bore 3½ inches, stroke 5½ inches; Model K41, bore 4 inches, stroke 5½; Model K71, bore 4½ inches, stroke 6 inches; Model K101, bore 4½ inches, stroke 6 inches.

HORSEPOWER—Model K16 by S. A. E. formula, 19.6; actual horsepower at governed speed 32.5. Model K41, by S. A. E. formula, 25.6; actual at governed speed 37. Model K71 and K101 by S. A. E. formula 32.4; actual at governed speed 51.

CYLINDER AND CRANK CASE—Cast in unit. Cylinders, removable sleeve type.

LUBRICATION—Positive pressure system from gear pump, forcing oil with constant pressure to all bearings of engine. Chassis lubrication by pressure gun system.

GOVERNOR—Fly ball type of our own manufacture.

CARBURETOR AND FUEL SUPPLY—GMC two jet type carburetor with special heated intake manifold. Fuel by gravity from pressed steel tank.

COOLING—Combination pump driven and thermo-syphon.

RADIATOR—Continuous fin, tubular, type.

IGNITION—High tension magneto, impulse starter coupling used in Models K41, K71 and K101.

CLUTCH—Multiple disc dry plate type of our own manufacture.

TRANSMISSION—Model K16, GMC 3-speed selective type in unit with engine. Model K41, GMC selective 2-range transmission, each range having 4 forward speeds and one reverse, in unit with engine. Model K71 and K101, GMC selective 2-range transmission, each range having 4 forward speeds and one reverse; transmission suspended amidship. Provision for power take-off and tire pump on all models.

REAR AXLE—Model K16, ¾ floating, bevel pinion drive with 6 to 1 gear ratio. Model K41, worm drive full floating, with gear ratio 7.25 to 1. Model K71, worm drive full floating with gear ratio 8.75 to 1. Model K101, worm drive full floating, with gear ratio 10 to 1.

RADIUS ROD—Drive in all models through radius rod from rear axle to frame.

FRAME—Model K16 pressed steel, re-inforced Model K41, K71 and K101, pressed open hearth steel, heat treated.

BRAKES—Model K16, external contracting for service, internal expanding for emergency. Models K41, K71 and K101 service and emergency both internal expanding, interchangeable brake rods on all models.

WHEELS—Model K16 steel felloe with 12 interlocking wooden spokes. Models K41, K71 and K101 metal hollow spoke type.

TIRES—Model K16, 34x5 non-skid cord pneumatics all around. K41, solid single, 36x4 front, 36x7 rear; Model K71, solid 36x5 front, single 40x5 rear, dual. Model K101 solid, 36x5 front single, 40x6 dual rears. Pneumatic tires for Model K41 and K71 supplied at extra cost.

WHEELBASE—Model K16 132 inches. Model K41A 146 inches. K41B, 158 inches. Model K71A, 163 inches; K71B, 187 inches. Model K101A, 163 inches; K101B, 187 inches.

MAXIMUM BODY LENGTH—Model K16, 100 inches; Model K41A, 11½ feet; K41B, 13½ feet; Model K71A, 14 feet; K71B, 18 feet; Model K101A, 14 feet; B, 18 feet.

ROAD CLEARANCE—Rear axle—Model K16—8¾ inches; Model K41, 9½ inches solid, pneumatic 12 inches; Model K71, 10¼ solid, pneumatic 12¼ in. Model K101, 9¾ solid.

TURNING RADIUS—Model K16—23 feet. Model K41A, 28½ feet; Model K41B, 31 feet; Model K71A, 27½ feet; K71B, 35 feet; Model K101A, 27½ feet; K101B, 35 feet.

WEIGHT OF CHASSIS—Model K16, 3,250 pounds. Model K41A, 5,245 pounds. Model K41B, 5,285 pounds. Model K71A, 7,945 pounds. Model K71B, 8,070 pounds; Model K101A, 8,645 pounds. Model K101B, 8,770 pounds.

CONTROLS—Left hand steering and center control. Spark and throttle levers located on segment with connections outside of steering column. Foot throttle operated by driver's right foot. Ignition and light switches, oil gauge, ammeter and choker throttle located in instrument case on dash.

EQUIPMENT—Electric head lamps, electric tail lamp, generator, storage battery, on all models. Electric starter standard equipment on Model K16 and supplied at extra cost on other models. Horn, tool kit and jack.

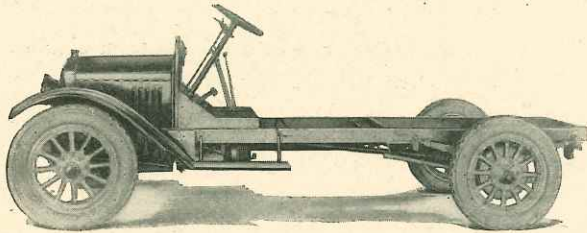
General Motors Truck Company

Division of General Motors Corporation

PONTIAC, MICHIGAN

GENERAL MOTORS TRUCK COMPANY

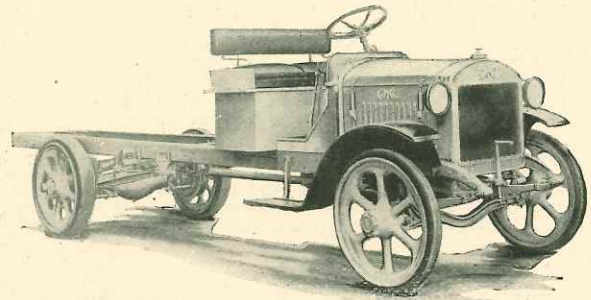
K Series Models



Model K-16 1 Ton

\$1,295

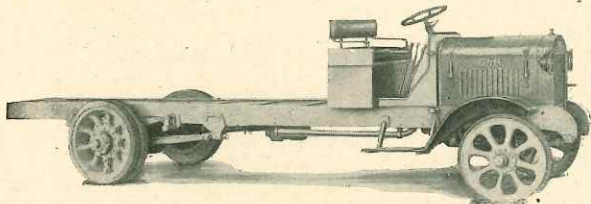
This model is the successor to the famous Model 16, GMC, which was adopted as the standard $\frac{3}{4}$ ton motor truck for the U. S. Army, and which served as the ambulance chassis in France.



Model K-41 2 Ton

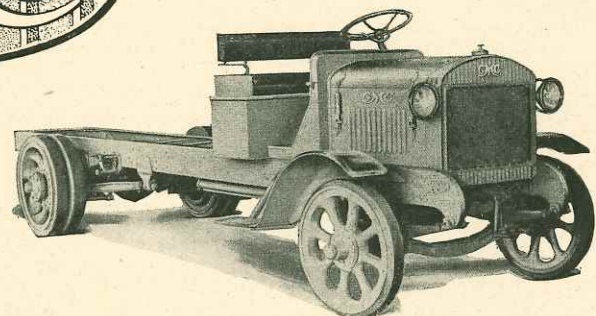
\$2,375

Because of the GMC 2-range transmission, this 2-ton truck operates at a governed road speed of 18 miles an hour on solid tires or 24 miles an hour on pneumatic tires.

Model K-71 $3\frac{1}{2}$ Ton

\$3,600

This $3\frac{1}{2}$ -ton truck develops 66.92 per cent more gear reduction in low gear and 22.3 more speed in direct drive than is averaged by five other leading $3\frac{1}{2}$ -ton trucks.



Model K-101 5 Ton

\$3,950

This 5-ton model for heavy duty service has a gear reduction of 86 to 1 in low speed of the low range. This is nearly 50% more than the average of trucks of the same capacity.

*Prices quoted are for Chassis only, at the factory;
Tax to be added*

General Motors Truck Company

Division of General Motors Corporation

PONTIAC, MICHIGAN

GRAMM-PIONEER 4-TON TRUCK SPECIFICATIONS

RADIATOR—Gramm-Pioneer cast tank and tubular (all copper) type with rear shroud. Very efficient.

RADIATOR SHUTTER manually controlled from driver's seat.

MOTOMETER—to indicate temperature of engine. Radiator attached to frame with springs.

RADIATOR GUARD—of exceptionally rugged construction fastened to frame independent of radiator.

MOTOR—Liberty Truck type, most efficient, highest quality power plant known. 4 cylinder with removable heads in pairs, cast en bloc, 3 point suspension, L head with enclosed valves, extra large water jackets, $4\frac{1}{2}$ in. bore, $5\frac{1}{2}$ in. stroke. Brake H.P. 50.

COOLING SYSTEM—Centrifugal pump.

LUBRICATION—Constant pressure by gear driven pump.

CARBURETOR—Stromberg $1\frac{1}{4}$ heated by hot air from exhaust pipe and hot-spot manifold. 7 adjustments.

GOVERNOR—Built integral with motor, fly-ball type.

IGNITION—Eisemann dual. Manually operated spark control.

FAN—Diameter 18 in. driven by 2 in. flat belt with eccentric adjustment.

GASOLINE SUPPLY—Gravity feed operating through Gramm's patent fuel economizer. 30 gal. tank under seat with outside gauge and filler pipe.

STARTING MOTOR—North East (extra).

LIGHTING—Electric. North East generator and Exide heavy truck type battery. Two side lights with dimmers and non-glare lenses. Instrument board light, bull's eye tail light, recessed and protected in frame.

STEERING GEAR—Ross, fore and aft steer, worm and nut type. 22 in. wheel—very staunch and easy handling.

CLUTCH—Gramm-Pioneer multiple disc, dry plate, with compression spring, fully enclosed in unit with engine. Oilers with pipes leading to clutch throw-out and pilot bearings mounted on control in plain view of driver.

CONTROL—Center, with locking device, insuring against engaging two speeds at the same time.

TRANSMISSION—4 speeds forward, 1 reverse. Gramm-Pioneer patent, located amidships. Positive jaw clutch type, gears assembled on a six splined shaft and always in mesh. No pins, studs or screws used.

GEAR STRIPPING IMPOSSIBLE—Material in gears, jaws and shafts highest grade chrome nickel steel. Transmission 3-point suspension, with front third I-beam trunioned to frame side members. Rear suspension arms trunioned to ample pressed steel integral and deep gusseted cross members. Oil filler pipe extended to enable filling from

outside of frame. Transmission provided with pad to take "geared power take-off" for driving hydraulic hoist, power winch, etc. (B. A. Gramm's patent No. 1194994). Separate pad for power tire pump.

DRIVE—Hotchkiss. Increases efficiency, eliminates crystallization of axles and frames, cuts down spring breakage and other repair bills.

PROPELLOR SHAFTS—G P flexible disc type 2-bolt construction universal joints. No lubrication required. Front, 8 in. dia.; rear, 10 in. dia.

FRONT AXLE—Twice heat treated I-beam drop forging, taper roller bearings in wheels. Big thrust bearing in yoke. Very easy steering.

REAR AXLE—Worm drive, semi-floating type. Extra large bearings—improved type of lubrication.

BRAKES—Service, $21 \times 2\frac{3}{4}$ in. internal expanding; emergency, $21 \times 2\frac{3}{4}$ in. internal expanding; both operating on rear wheels. All brakes equalized. Brake tumbler shafts operate in graphited oilless bushings requiring no attention.

SPRINGS—Front, 46×3 ; rear, $62 \times 3\frac{1}{2}$; semi-elliptic, cupped type to prevent slipping, all leaves Chrome Vanadium steel. Second leaf full wrapped around driving eye. All springs have bronze bushed eyes and Gramm-Pioneer patented wick oilers in hardened and ground spring bolts instead of grease cups. Springs designed to carry flat under rated load. Rear shackles bronze bushed.

WHEELS—Cast metal. Insure greater tire mileage. Obviates loose spokes in dry sections.

TIRES—Front, 36×5 in. single. Rear, 40×5 in. dual; 40×10 in. single at extra cost.

FRAME—Semi-flexible construction. Highest grade pressed steel, $7\frac{1}{2} \times 3 \times \frac{1}{4}$ in. channel, 36 in. wide. 5 cross members with integral gussets and heavy diagonal braces to avoid longitudinal stresses. "V" member in rear.

CAB—Gramm-Pioneer standard, with doors, storm curtains and exceptionally rugged metal ventilating windshield.

SHEET METAL PARTS—Fenders, pressed steel.

FENDER BRACES—Channel steel, Gramm-Pioneer design.

STEPS—Channel steel, Liberty Truck type.

HOOD—Extra heavy gauge with louvers in side. Hood hinges are separate riveted-in pattern. Hand grip hood clip, Liberty Truck type.

MISCELLANEOUS—Jack and tools furnished. Wheelbase, standard 156 in. Long standard, 174 in. Loading space, standard 144 in. Long standard, 180 in. Turning radius, 31 feet. Road clearance, 10 $\frac{1}{2}$ in. Chassis weight, 6900 lbs. Governed speed on high gear, 16 $\frac{1}{2}$ M.P.H. with standard ratio, 15 M.P.H. with optional ratio. Low gear, 2 $\frac{1}{2}$ M.P.H. both ratios. Body allowance 2,000 lbs.

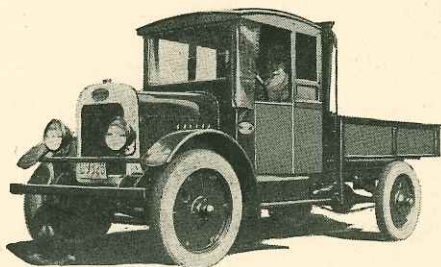
Manufacturer reserves the right to alter specifications in the interest of improvement.

Pioneer Since 1901

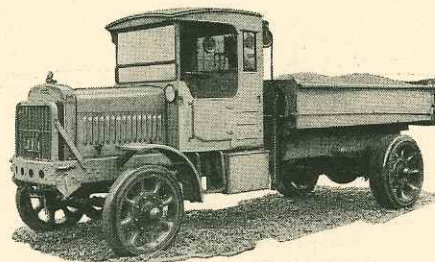
"The Recognized Standard of Quality"

The Gramm-Bernstein Motor Truck Company
LIMA, OHIO, U. S. A.

"THE RECOGNIZED STANDARD OF QUALITY"



One Ton Dump, Hand and Mechanically Operated.

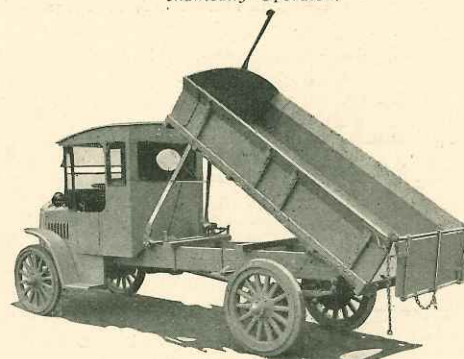


2, 3, 3½, 4 and 5-6 Ton Heavy Duty Dump. Mechanically Operated.



1½, 2, 3, 3½, 4 and 5-6 Ton Elevating Dump. Hand and Mechanically Operated.

**Increase
Your
Profits
Through
Seasonable
Merchandising**



"4 in 1" Elevating Dump, 1½ and 2 Ton. Hand and Mechanically Operated.

With the coal and railroad strikes settled and empty coal bins yawning everywhere, there has come an insistent and increasing demand for winter coal.

This then is the time to interest owners of "wagon mines," wholesalers and retail yards, in suitable motor trucks.

Not only can more coal be delivered per day with Gramm-Pioneer trucks, but it can be hauled for less per ton than by team.

Also Gramm-Pioneer trucks will haul through heavy snow when horses cannot work at all.

Our line is complete with 1 to 6 ton capacities and can be promptly furnished with dump and elevating bodies, both hand and mechanically operated.

Also attention is called to our new eleven passenger char-a-banc at \$2,400 as an all season seller, for which right now there is an active demand.

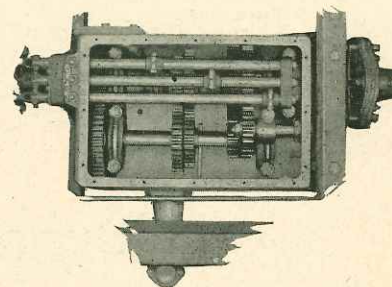
The Gramm-Pioneer line is thoroughly complete as to capacities and equipment, enabling the dealer to meet any demand.

It is "The Recognized Standard of Quality."

It is well advertised, attractively priced and easily sold at a profit.

Live dealers should get our proposition while it is available. Write us today.

Besides the service parts carried by our individual dealers, the specialized units used in Gramm-Pioneer trucks can be had promptly through over 100 general parts stations distributed throughout the country.



Gramm-Pioneer Trouble-proof Transmissions are only costing all users an average of 32c per annum for upkeep.

The Gramm-Bernstein Motor Truck Company

LIMA, OHIO, U. S. A.

Pioneers Since 1901

HUPMOBILE SERIES R SPECIFICATIONS

BODY TYPES—Five-passenger touring; two-passenger roadster; two-passenger roadster-coupe; five-passenger sedan; four-passenger coupe.

WHEELBASE—112 inches. Tread, 56 inches.

CYLINDERS—Four, cast en bloc, removable head; 3¼-inch bore by 5½-inch stroke. Piston displacement 182½ cubic inches.

STARTING AND LIGHTING—Two unit system. Automatic starter release.

IGNITION—Generator-battery type.

CARBURETOR—Adjustments for "idling" and economy.

GASOLINE SYSTEM—Vacuum feed. Fifteen-gallon tank, including two-gallon reserve.

COOLING—Thermo-syphon.

LUBRICATION—Pressure system direct to bearings. Gear pump driven from camshaft.

CLUTCH—Dry disc type. Seven steel plates, fabric faced.

TRANSMISSION—Selective type. Three speeds forward and one reverse. Unit with motor.

REAR AXLE—Three-quarter floating type. Spiral bevel gears.

STEERING—Screw and half-nut type; semi-irreversible. 18-inch wheel.

BRAKES—Two sets, emergency and service, on rear wheels.

SPRINGS—Semi-elliptic; front, 36½ inches long; rear, 51½ inches.

TIRES—32 x 4 inches, straight side "all-weather" cord.

WEIGHTS—Approximate: touring 2590 pounds; roadster 2490 pounds; roadster-coupe 2600 pounds; sedan 2965 pounds; coupe 2745 pounds; fully equipped ready for shipping (does not include oil, water and gasoline.)

WHEELS—Wood. (Wire or disc wheels at extra cost.)

RIMS—Five; demountable.

COLOR—Hupmobile blue body. Black hood, fenders and running gear.

UPHOLSTERY—Genuine leather—Sedan and Coupe: high grade fabrics—with very deep back and cushion springs.

STANDARD EQUIPMENT—In addition to above includes windshield with cleaner; head, rear, and instrument board lights, non-glare lenses; gasoline gauge; oil pressure gauge; horn; speedometer; ammeter; tire carrier; grease gun; pump; jack; set of tools. Touring and roadster have top with plate glass back window.

SPECIAL EQUIPMENT—For sedan and coupe; Windshield visor, car heater, rebound snubbers, step plates, rubber pedal pads. Sedan has robe rail, foot rests and dome light. Corner lights in coupe and dome light in roadster-coupe.

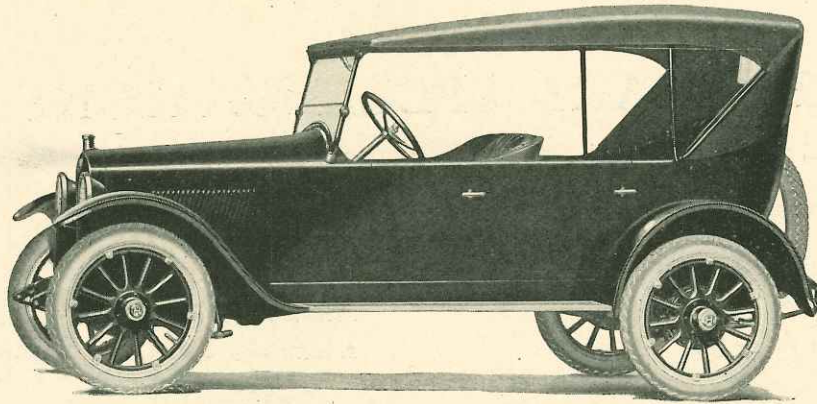
To protect ourselves in our constant endeavor to make the Hupmobile even better than it is, we reserve the right to change specifications and prices without notice, or to use equipment other than that specified.

Hupp Motor Car Corporation
DETROIT, MICHIGAN

Jackson

Racine

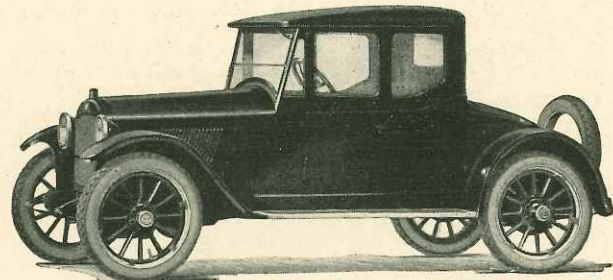
Windsor



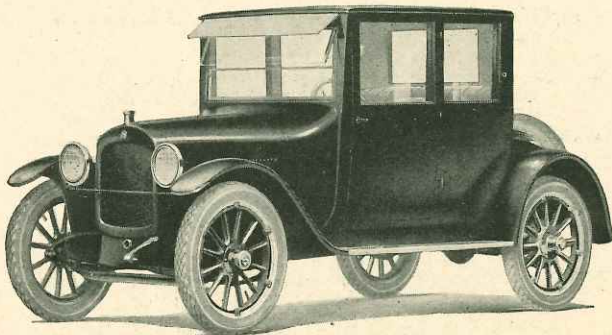
Touring Car \$1150
Seating five passengers comfortably. The car of the American family.



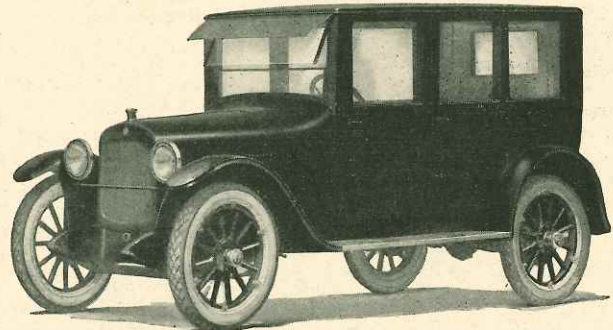
Roadster \$1150
For two persons, desiring smartness and chumminess in a car.



Roadster-Coupe \$1335
Ideal for business usage, having sufficient carrying space for samples, etc.



Coupe \$1635
Preferred by women drivers for its beauty and comfort.



Sedan \$1785
A car of quality and refinement, with full five passenger capacity.

Prices f. o. b. Detroit
Revenue tax extra

Hupmobile

PACKARD SPECIFICATIONS

SINGLE-SIX

Packard Single-Six cars are made in eight models and two wheelbase lengths. Chassis specifications are practically the same for all models.

MOTOR—6 cylinders, cast en bloc. 3-point suspension.

CYLINDERS—L-head type. Bore $3\frac{3}{8}$ inches. Stroke 5 inches.

HORSEPOWER—S. A. E. rating 27.34. Block test shows over 54.

CRANK SHAFT—7 bearings to insure rigidity.

IGNITION—Generator, battery and Packard-Delco distributor.

SPRINGS—Semi-elliptic front and rear. Front 38 inches long, 2 inches wide. Rear 54 inches long, $2\frac{1}{4}$ inches wide.

BRAKES—Internal emergency and external service. 14-inch drums.

STARTING AND LIGHTING—Atwater-Kent.

WHEELBASE—126-inch and 133-inch.

TIRES—Cord, 33x4 $\frac{1}{2}$ inches, rib treat front and non-skid rear.

PAINTING—Open models: Packard Town Car blue, medium, striped with gold. Enclosed models: Above belt, black. Below belt, standard Packard blue, striped with gold.

TWIN-SIX

Packard Twin-Six cars are made in eight models, all on one wheelbase. Chassis specifications are practically the same for all models.

MOTOR—"V" type, 12 cylinders, arranged in blocks of 6 at an angle of 60 degrees, four-point suspension.

CYLINDERS—"L" head type, bore 3 inches, stroke 5 inches.

HORSEPOWER—43.2 S. A. E. rating. Block test, actually develops over 75 H.P.

IGNITION—Generator, battery and Packard-Delco distributor.

BRAKES—Internal emergency and external service brakes on 17 inch drums.

WHEELBASE—136 inches.

STARTING AND LIGHTING—Packard-Bijur.

SPRINGS—Semi-elliptic, front 41 inches long and $2\frac{1}{4}$ inches wide. Rear, semi-elliptic, 60 inches long and 3 inches wide.

TIRES—35 x 5 inch, cord.

PAINTING—Open models: Standard Packard blue, striped with black. Enclosed models: Standard Packard blue, striped with cream yellow.

TRUCKS

Packard trucks are made in four models, ranging in capacity from 4,000 to 15,000 pounds.

MOTOR—4-cylinder, of Packard design and manufacture. 3-point suspension.

CARBURETOR—Special Packard design. Intakes equipped with "shut-offs" to facilitate starting in cold weather.

SPEED GOVERNOR—Centrifugal governor limits maximum truck speed. Sealed to prevent tampering.

LUBRICATION—Gear driven pump supplies oil under pressure.

IGNITION—High tension magneto, with battery for starting.

SPRINGS—Semi-elliptic, front and rear. Sizes variable with capacity ratings.

BRAKES—Service brake operates on drum at rear of transmission. Hand brakes are mounted on rear wheels.

STEERING—Worm and wheel type. Readily accessible and easily adjusted.

FINAL DRIVE—Work drive, of Packard design and manufacture. Provision is made for the constant lubrication of all bearings.

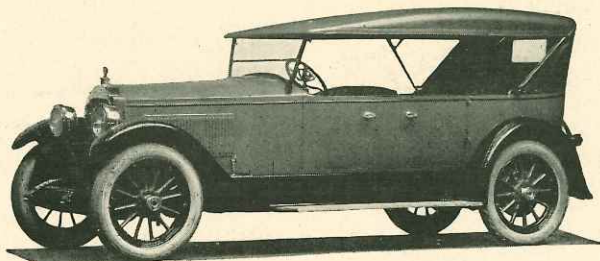
FRAME—Rolled steel channel section with tubular cross members, reinforced by gusset plates and angle irons.

NOTE—The right is reserved by the Packard Motor Car Company to make changes and improvements at will without incurring the obligation to install same on cars previously sold.

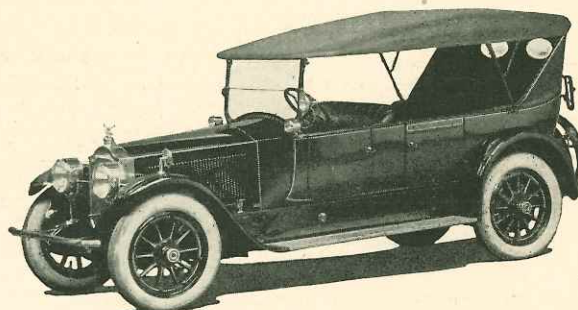
Packard Motor Car Company
DETROIT, MICHIGAN

PACKARD MOTOR CAR COMPANY

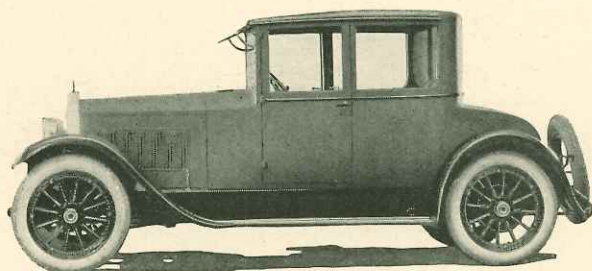
TWIN-SIX SINGLE-SIX TRUCK



7-Pass. Single-Six Touring **\$2,685**
Upholstered completely in rich black leather. Comfortable auxiliary seats for two passengers. Nickered head lamps and radiator of new Packard design.



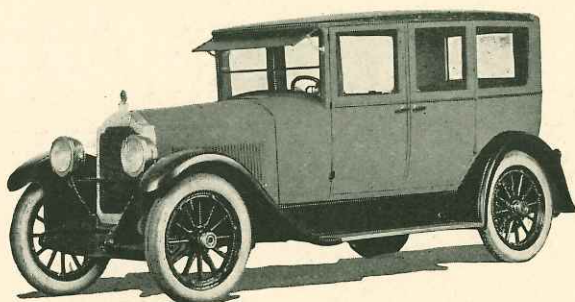
Twin-Six Special Touring **\$4,100**
A Twin-Six car individualized by the addition of heavy nickel equipment. Embodies all regular Twin-Six features. Seats seven passengers.



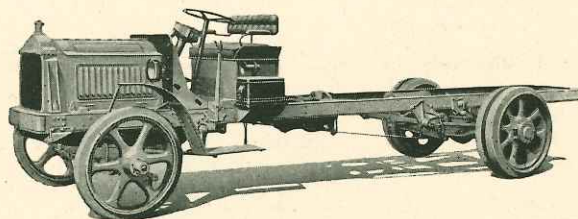
4-Pass. Single-Six Coupe **\$3,175**
One of the most spacious cars of its type on the market. Upholstered in smartly tailored cloth. Heavy plate glass doors and windows. Generous luggage space.



Twin-Six Standard Touring **\$3,850**
A famous example of Packard quality. Seats seven passengers. Upholstered in heavy, long-grained leather. Individually tailored curtains.



7-Pass. Single-Six Sedan **\$3,525**
A closed car of unusual beauty. Wide plate glass windows. Windshield and interior fittings, such as door handles, dome lights, robe rail, etc., of exclusive new design.



Model ED Truck **\$4,100**
Capacity 7,000 to 9,000 pounds, depending upon operating conditions. Powerful, dependable, long-lived, and economical in upkeep. Electric lights, standard.

Packard Motor Car Company
DETROIT, MICHIGAN

STEWART MOTOR CORPORATION

SPECIFICATIONS OF 1922 MODELS

THE UTILITY WAGON

MOTOR—Buda four cylinder monobloc, hot spot manifold, unusually economical, efficient and powerful. Bore and stroke $3\frac{3}{8} \times 5\frac{1}{8}$ in. Horsepower, 21.03 S. A. E., actual horsepower 30 to 35. Three bearing crankshaft.

LUBRICATING SYSTEM—Full force pressure feed to all crankshaft, camshaft bearings and connecting rod bearings. Oil pressure gauge located on dash, telltale oil level gauge in crankcase.

CARBURETOR—Zenith automatic with dash starting adjustment; throttle controlled by foot accelerator. Also hand throttle on steering column.

STARTING AND LIGHTING—Remy generator direct driven from timing gears, 111 ampere hour storage battery. Headlights fitted with legal lenses and dimmers, electric tail light.

IGNITION—Remy battery ignition with high tension coil and engine driven distributor. Eiseman magneto optional, \$25.00 extra.

COOLING SYSTEM—Cast tank, armored type radiator, water pump circulation, 18 in. steel blade fan, driven by $1\frac{1}{2}$ in. flat leather belt.

TRANSMISSION—Selective sliding gear with three speeds forward and one reverse. Unit power plant type bolted direct to engine. All gears $3\frac{3}{4}\%$ nickel steel, heat treated, mounted on annular ball bearings. Center control with lever operating in ball and socket.

CLUTCH—Three plate dry disc, raybestos on steel.

STEERING GEAR—Screw and nut type, springs in connecting link to front axle for absorbing road shocks.

PROPELLOR SHAFT—Mechanical joint type having two Spicer joints which are enclosed in oil tight pressed steel housings. Drive shaft 2 in. outside diameter. The construction of this shaft provides for a 1 in. plus and minus slip as a take-up for spring action.

FRONT AXLE—Drop forged "I" beam section, height $2\frac{3}{8}$ in.

and width $1\frac{3}{4}$ in. Heavy spindles and unusually large taper roller bearings.

REAR AXLE—Clark high grade internal gear type, noted for strength, efficiency and quietness.

SERVICE BRAKE—External contracting type mounted on rear wheels, controlled by foot pedal. Drums 14 in. in diameter—bands Raybestos lined.

EMERGENCY BRAKE—External contracting type, mounted in rear of transmission, supported from cross member, controlled by hand lever—band Raybestos lined.

SPRINGS—Semi-elliptic front and rear with full length rebound plate, equipped with bronze bushings. Front springs $37\frac{1}{2}$ in. long; rear springs 50 in. long. Alloy steel both front and rear.

FRAME—Pressed steel channel section, side rails 3-16 in. stock, depth side rails $4\frac{1}{4}$ in. Three cross members gusseted.

WHEELS—Front and rear wheels artillery type. Twelve spokes in front, fourteen in rear.

TIRES—Pneumatic, $34 \times 4\frac{1}{2}$ in. non-skid cord front and rear—demountable rims. 35×5 in., special equipment, \$38.00 extra.

WHEELBASE—128 in. Tread 56 in.

GASOLINE TANK—Made of 18 gauge steel, terne coated inside and out, preventing rust. Round double lapped seams. Capacity approximately 14 gallons.

TOE BOARDS—Corrugated hard wood.

CAPACITY—For loads of 500 to 2,500 lbs.

FINISH—Chassis, running gear Stewart red; mud-guards black; hood, radiator and cowl, Napier green. All standard bodies Napier green, gold bronze striping.

EQUIPMENT—Electric horn, electric lights, electric starter, full set of tools, pump, front bumper. Extra rim.

CHASSIS LUBRICATION—Alemite system.

Model 15

Maximum Load 3,000 lbs.

Latest Model 4 cylinder L-head type motor, 3 bearing crankshaft, Remy battery ignition, starting and lighting; Zenith carburetor; cast tank, armored type radiator; selective sliding gear type transmission; multiple disc clutch with automatic adjustment for wear; unusually strong front and rear axles; internal gear drive; rigidly braced frame, front member being easily removed; full accessory equipment. Alemite high pressure chassis lubricating system throughout. Wheel base 130 inches; tread 56 inches. Finish Stewart Red; fenders and running board black enamel.

Model 7x

Maximum Load 6,000 lbs.

Horsepower 29 S. A. E., 3 point suspension unit power plant 4 cylinder L head cast in bloc motor, $4\frac{1}{4}$ bore \times $5\frac{1}{2}$ stroke; three bearing crankshaft, force feed lubrication; ignition, high tension magneto with variable spark; automatic engine driven governor, solid straight line drive shaft; total gear ratios—Low, 43.2 to 1; second, 27 to 1; third, 14.1 to 1; high, 9 to 1; reverse, 58.5 to 1. Highest grade internal gear drive power is transmitted through live nickel steel shaft and gears. Frame designed for 11 and 12 foot bodies; full equipment; special long wheel base of 174 inches at small additional cost; finish Stewart red.

Model 9

Maximum Load 4,000 lbs.

Horsepower 22-50 S. A. E. Four cylinder L-head type motor, 3 bearing crankshaft; constant level oiling system maintained by plunger pump; unit type power plant; three point suspension; Remy battery ignition with high tension coil and engine driven distributor (magneto optional, \$25 extra); Remy lighting system; (electric starting optional at added cost of \$40); Zenith carburetor; water circulation thermo-syphon; internal gear drive delivering more than 90% of the engine's power to the rear wheels. Frame suitable for ten-foot bodies; full accessory equipment; chassis painted standard Stewart red, fenders and running boards black.

Model 10x

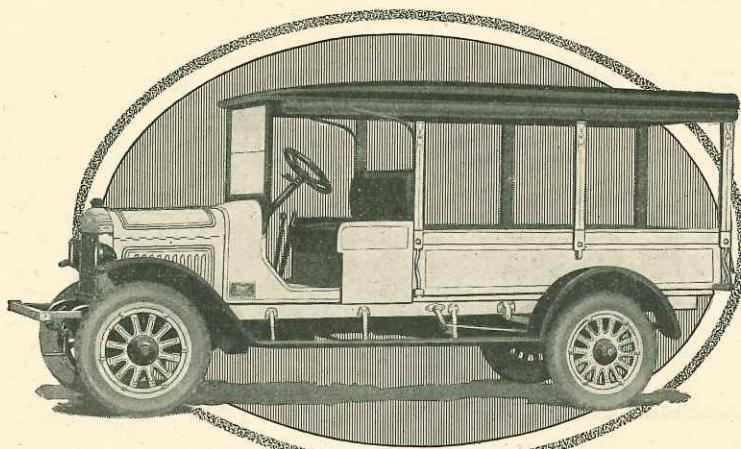
Maximum Load 8,000 lbs.

Horsepower 32.4 S. A. E., 4 cylinder L-head cast in bloc, three point suspension, high tension magneto, automatic ball type governor. Total gear ratios—Low, 48 to 1; second, 30 to 1; third, 16 to 1; high, 10 to 1; reverse, 65 to 1. Internal gear drive; frame suitable for 12 foot bodies; steel wheels; oilless bushings on countershaft; extra large brakes. Alemite lubricating system; worm and nut type, steering gear; wheel base 165 inches; special long wheel base 185 inches at nominal extra cost; tread, front, 58 inches, rear, 70 inches. Full equipment. Finish Stewart red, fenders and running boards black.

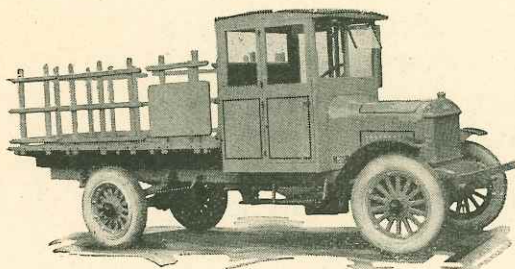
All Prices f. o. b. Buffalo, N. Y.

Stewart Motor Corporation
BUFFALO, N. Y.

Stewart Motor Corporation's 1922 Models



The "Utility Wagon"—Chassis \$1,245 F.O.B. Buffalo



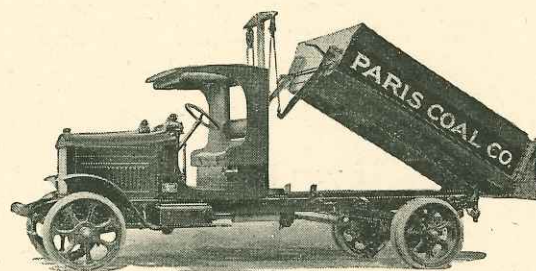
Model 15 Chassis—Price \$1,445
Maximum Load 3,000 Lbs.



Model 9 Standard Chassis—Price \$1,790
Maximum Load 4,000 Lbs.



Model 7x Chassis—Price \$2,390
Maximum Load 6,000 Lbs.



Model 10x Chassis—Price \$3,190
Maximum Load 8,000 Lbs.

Write for interesting literature

Stewart Motor Corporation
BUFFALO, N. Y.

To the Dealer

How many times have you lost the sale of a car or truck, when, in reply to your prospect's question to some dealer or garage man, "What do you think of this or that car or truck?" the answer has been: "It's a bunch of junk." Our investigation has shown that in 90 per cent of the cases where this answer has been made, it is because of lack of knowledge regarding that particular car or truck. It is safer to knock when you don't know, and for some reason or other, the human mind hates to acknowledge it doesn't know.

This Department is for the purpose of correcting that condition. It will be enlarged from month to month with the view of educating not only dealers in cars and trucks, but every garage, service station, and in fact, every type of firm in the automobile industry, to a knowledge of what the different cars and trucks look like and as to what they are made up of. This will produce for you, instead of knockers, unpaid salesmen, who will many times become more enthusiastic selling your product than those you pay.

If the car you are handling is not represented here you are losing a big bet, and we ask your cooperation to help us make your manufacturer see the value of having his goods displayed in this Department.

MOTOR RECORD, because of its specifications on cars, trucks and tractors, and its replacement data on all cars and trucks back to 1915, is consulted more frequently than any other paper in the field and it costs less to be represented here than elsewhere.

If you have found MOTOR RECORD valuable, tell your manufacturer so; he will be glad to know, for he wants to spend his money for advertising to the best advantage, and your voice will go a lot further than ours, for he knows you are unbiased.

The Ferguson Publishing Co.
90 West Street New York

TRADE NAME	Mode	Price	Type	Driven by	Wheelbase	Weight	No. of 14-inch Plovs Pulled	Rated Draw-Bar H. P.	Ploving Speed	ENGINE			Cooling System	Make of Carburetor	Make of Air Cleaner	Type of Ignition	Make of Ignition System	Spark Plug Size	Type of Lubrication	Fuel Used	Type of Clutch	Type and Make of Transmission	Make of Bearings in Rear Axle	Make of Front Axle	Make of Bearings in Front Axle	Type of Springs	Drawbar Type	Bogie		Ground Clearance					
										Make	Rated B&H H. P.	Normal R.P.M																Bore and Stroke	Position of Engine						
15-25	1185	4-w	Creep	2 crwl	80	4400	3	15 2250	Mid-W	25 1100	v-4 4x5 1/2	Own	p	Kings	Taco	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	12 1/2	6 1/2	13
20-35	1885	4-w	Creep	2 crwl	80	4400	3	20 3000	Mid-W	35 930	v-4 4x5 1/2	Own	p	Kings	Taco	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	13		
Adams	850	4-w	Creep	2 crwl	100	5150	2	9	Here	13	b-1	Hopper	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	14		
Adams	1000	4-w	Creep	2 crwl	80	5200	3	12 2500	Own	28 900	v-4 5x6	Perfex	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	15		
Allwork	14-28	1395	4-w	Creep	75	4850	4	18 3000	Climax	36 900	v-4 4x5 1/2	Perfex	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	16		
Andrews Kink	14-28	1595	4-w	Creep	75	4850	4	18 3000	Climax	36 900	v-4 4x5 1/2	Perfex	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	17		
Appleton	12-20	750	4-w	Creep	96	4950	4	12 2000	Ruda	20 825	v-4 4x5 1/2	G-O	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	18		
Aultman & Tay	15-30	750	4-w	Creep	96	4950	4	12 2000	Ruda	20 825	v-4 4x5 1/2	G-O	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	19		
Aultman & Tay	22-45	4-w	Creep	102	12200	4	4	22 4000	Own	45 600	b-4 4x5 1/2	c	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	20		
Aultman & Tay	30-60	4-w	Creep	136	22250	8-11	3	30 7000	Own	60 500	b-4 4x5 1/2	c	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	21		
Aro	E	385	2-w	Creep	100	1-10	3	20 000	Own	6 900	v-1 4x5 1/2	McCoord	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	22		
Automotive	B-3	1000	4-w	Creep	70	4000	3-2	12 000	Here	24 1350	v-4 4x5 1/2	McCoord	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	23		
Avery	5-10b	4-w	Creep	78	2650	2-12	5	9 000	Own	10 1250	v-4 4x5 1/2	v	p	Kings	Bennet	Mag	Split	1/8	exp sh	Own	Hyatt	2	2 1/2	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Rear Axle	Make of Bearings in Rear Axle	Type of Springs	Drawbar Type	Diameter	Rate	24		
Avery Sing Row	M.cult	4-w	Creep	78	2650	2-12	5	9 000	Own	10 1250	v-4 4x5 1/2	v	p																						

TRADE NAME	Model	Price	Type	Driven by	Wheelbase	Weight	No. of 14-inch Plovers Pulled at 10 mph	Rated Pounds Pulled at 10 mph	Make	ENGINE		Position of Engine	Make of Radiator	Cooling System	Make of Carburetor	Make of Air Cleaner	Type of Ignition	System	Spark Plug Size	Fuel Used	Type of Clutch	Type and Make of Transmission	Make of Bearings and Transmission	No. of Forward Speeds	Road Speeds M.P.H.	Final Drive	Make of Bearings in Rear Axle	Make of Front Axle	Make of Bearings in Front Axle	Type of Springs	Drawbar Type	Diameter	Face	Belt Pulley	Diam. Front Wheels	Diam. Rear Wheels	Length Over All	Width Over All	Diam. Turning Cir. 1 P	Ground Clearance
										Rated Belt H. P.	Normal R.P.M.																													
Dart Blue J...	TY 10-30	3500	4-w	rw-d	78	5000	3-4	15 2500	Buda	30 1050	v-4 44x16	1	Own	Perfex	p	King	R.W. Bennett	Mag	Split	1/2 f	g	o-d	Own slid	Timken	3	3	5	worm	Own	Tim	Own	coil	spring	12	32	46	125 68	20	12	
Deane-A...	10-30	2500	4-w	rw-d	100	5000	3-4	20 6000	Buda	30 800	v-4 44x16	1	Perfex	Perfex	p	King	R.W. Bennett	Mag	Bosch	1/2 f	g	d-p	Own slid	S.K.F.	3	3	14-5	bevel	Own	Tim	Own	coil	adj	12	40	40	116 56	16	12	
Dill...	B 10-30	2980	4-w	rw-d	123	5200	4	25 0000	Mid-Cont	20 800	v-4 44x16	1	Perfex	Perfex	p	King	R.W. Bennett	Mag	Bosch	1/2 f	g	d-p	Own slid	S.K.F.	3	3	15	chn	Own	Tim	Own	coil	swing	12	36	42	198 108	20	15	
Eagle...	12-22	5800	4-w	rw-d	81	5800	3	12 2500	Own	22 450	h-2 7x8	1	Perfex	Perfex	p	Scheb	Bennet	Mag	Split	1/2 f	g	friction	Own slid	Hyatt	2	2	2-3	spur	Own	Own	Own	coil	lat adj	20	28	48	132 65	13	14	
Eagle...	12-20	7100	4-w	rw-d	88	7100	4	16 3900	Own	30 450	h-2 8x8	1	Perfex	Perfex	p	Scheb	Bennet	Mag	Split	1/2 f	g	friction	Own slid	Hyatt	2	2	2-3	spur	Own	Own	Own	coil	lat adj	24	36	54	141 70	14 1/2	16	
E-B...	AA 12-20	4550	4-w	rw-d	93 1/2	4550	3	12 2000	Own	20 900	v-4 44x15	1	Modine	Modine	p	Scheb	Bennet	Mag	K-W	1/2 f	g	friction	Own	Hyatt	2	2	2-3	spur	Own	Own	Own	coil	lat adj	12	36	54	133 61	12 1/2	11	
E-B...	Q 12-20	4550	4-w	rw-d	93	6500	3	12 2000	Own	20 850	v-4 44x15	1	Perfex	Perfex	p	Scheb	Bennet	Mag	K-W	1/2 f	g	friction	Own	Hyatt	2	2	2-3	spur	Own	Own	Own	coil	lat adj	12	36	54	133 61	12 1/2	11	
E-B...	12-20	4550	4-w	rw-d	93	6500	4	16 3300	Own	32 750	v-4 5 1/2 x 7	1	Modine	Modine	p	Scheb	Bennet	Mag	Simms	1/2 f	g	friction	Own	Hyatt	2	2	2-3	spur	Own	Own	Own	coil	lat adj	13 1/2	42	72	192 81	15 1/2	16	
Elwood...	0-12	1522	2-w	fw-d	77	3600	2	10 1450	Weyling	12 1000	v-4 33x15 1/2	1	Perfex	p	Kings	opt	Mag	Eism	2 1/2 f	g	d	Own	Timken	2	2	2-26	intig	Own	Own	Own	coil	adj	11	62	52	48	110 53	13 1/2	12	
Farmer Horse...	18-30	1885	4-w	rw-d	77	3600	2	9 1450	Weyling	12 1000	v-4 33x15 1/2	1	Modine	p	Kings	opt	Mag	Eism	2 1/2 f	g	d	Own	Timken	2	2	2-26	intig	Own	Own	Own	coil	adj	11	62	52	48	110 53	13 1/2	12	
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
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Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40	18	18		
Farmer Horse...	15-23	1885	4-w	rw-d	80	5200	3	18 1000	Climax	30 750	v-4 5 5/8 x 7 1/2	1	Shot	p	Bennet	Arren	Mag	K-W	2 1/2 f	g	plate	Own	Armer	2	2	2-3	chain	Own	Own	Own	coil	adj	14	8	32	521 40</				

[illegible]

The Most Prosperous Battery Dealers



That Vesta dealers are the most prosperous group of battery dealers in the country is generally admitted. There are several reasons for this: first, the Vesta Mutual Profit Plan that protects dealers and points the way to larger profits; secondly, the high quality of the battery; finally, the fact that the battery is well advertised

and sells readily. There are now 3,500 Vesta Service Stations—all making money. More are to be added. If you are interested in the Vesta Mutual Profit Plan, send a photograph of your Service Station, a brief history of yourself and your experience, and we will send you the plan in detail.

VESTA BATTERY CORPORATION
2100 Indiana Avenue · Chicago

BRANCH HOUSE SUBSIDIARIES:

VESTA ELECTRIC & SUPPLY CO.
Atlanta, Ga.

VESTA NEW ENGLAND BATTERY
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VESTA BATTERY SALES CO.
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VESTA KANSAS CITY BATTERY
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VESTA STORAGE BATTERY CO.
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Pittsburgh, Pa.

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CO., St. Louis, Mo.

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J. P. SCHILLER CO.
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Salt Lake City, Utah

VESTA

STORAGE BATTERY

Costs Less Per Month of Service

Replacement Data Tables

Storage Batteries

Electric System

Lamp Bulbs

Headlight Lenses

Revised Monthly

HOW TO USE THIS TABLE.—For Battery Replacements, look for the name of the car, find the serial number on that line under the name of the Battery desired, turn to the price list of storage batteries, look for the serial number, which will give you a description of the Battery with the price, F.O.B. Home Office.

BASE CONTACT—D. C. means Double Contact; S. C. means Single Contact.

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS											
				Ray	U. S. L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wittbee	Cincinnati	Marko	Heisler	Base Contact	HEAD		SIDE		REAR		INSTRUMENT			
																										Volts	C. P.	Marda No.	Volts	C. P.	Marda No.	Volts	C. P.	Marda No.	Volts	C. P.	Marda No.
Abbott-Detroit	15	Road	A-L	6296	1135	5886	6113	4169	554	222	896	3411	3004	3699	20	1631	381	4515	1518	5027	4763	5221	5221	5221	6-8	15	6-8	2	6-8	2	6-8	2	6-8	2	
	15	Tour	A-L	1268	5536	5901	6124	4124	549	191	898	3416	3038	3789	60	1639	429	4588	2134	1520	5056	4817	5357	5357	5357	6-8	15	6-8	2	6-8	2	6-8	2	6-8	2
	16	8-80	A-L	6280	1110	5631	5873	6106	4123	522	217	888	3441	2987	3791	62	1627	430	4581	2179	1506	4816	5357	5357	5357	6-8	24	171	6-8	5	81	6-8	2	6-8	2
	16-17	6-44	Remy	6215	1298	5548	5805	6102	4002	607	217	829	3423	3193	3564	26	1641	458	4546	2113	1504	4958	4795	5266	5266	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	18	8-80	Remy	6215	1298	5548	5805	6102	4002	607	217	829	3423	3193	3564	26	1641	458	4546	2113	1504	4958	4795	5266	5266	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	18	644, 6-606, 65	Remy	6215	1298	5548	5805	6102	4002	607	217	829	3423	3193	3564	26	1641	458	4546	2113	1504	4958	4795	5266	5266	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	19	6-646-65	Remy	6215	1298	5548	5805	6102	4002	607	217	829	3423	3193	3564	26	1641	458	4546	2113	1504	4958	4795	5266	5266	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	20	Truck	Remy	6243	1299	5806	6102	4186	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	5210	6-8	15	6-8	2	6-8	2	6-8	2	6-8	2
Ace	20	All	West	6200	1301	5565	5801	6102	4000	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Ace	21	All	West	6200	1301	5565	5801	6102	4000	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Acme	20	1, 2, 3 1/2 Ton	West	6200	1301	5565	5801	6102	4000	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	20	All	West	6200	1301	5565	5801	6102	4000	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	19	B, A	Rush	6201	1300	5565	5829	6102	4000	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Adams-Lancia	14-15-16	35A, B	Rush	6296	1135	5536	5886	6113	4169	555	237	896	3411	3004	3699	20	1631	381	4515	1518	5027	4763	5221	5221	5221	6-8	15	6-8	2	6-8	2	6-8	2	6-8	2
	17	35A, B	Rush	6304	1136	5540	5888	6138	4082	577	237	841	3466	3174	3720	21	1639	385	4516	2138	1533	5024	4863	5302	5302	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	18	35 HP	Rush	6294	1137	5539	5888	6113	4167	553	222	896	3411	3004	3699	20	1631	381	4515	1518	5027	4763	5221	5221	5221	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Alco	13	11	G-D	6224	1137	5539	5888	6113	4167	553	222	896	3411	3004	3699	20	1631	381	4515	1518	5027	4763	5221	5221	5221	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Allen	15	38, 40	A-L	6224	1137	5539	5888	6113	4167	553	222	896	3411	3004	3699	20	1631	381	4515	1518	5027	4763	5221	5221	5221	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	15-16	33, 34, 35, 37	West	6244	1254	5616	5893	6120	4110	518	187	888	3444	3029	3774	62	1635	420	4581	2169	1508	5041	4812	5353	5353	6-8	17	166	6-8	5	82	6-8	2	6-8	2
	17	37	West	6244	1110	5505	5873	6106	4157	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	17	36	Remy	6245	1127	5524	5873	6106	4007	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	18	41	A-L	6245	1316	5505	5847	6106	4007	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	19	41	A-L	6245	1316	5505	5847	6106	4007	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	19	43	A-L	6245	1316	5505	5847	6106	4007	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	20	43	A-L	6245	1316	5505	5847	6106	4007	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Allen	21	43	West	6204	1303	5565	5801	6106	4000	522	217	886	3405	2987	3674	12	1627	457	4504	2113	1506	4973	4755	5210	5210	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Alter	15-16	4-27, C	Remy	6307	1221	5662	5914	6132	4077	564	232	839	3470	3223	3630	89	1659	493	4612	2107	1593	5068	4849	5295	5295	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	17	E-17, F-17	Al-G	6215	1170	5548	5805	6102	4002	607	217	829	3423	3193	3564	26	1641	458	4546	2113	1504	4958	4795	5266	5266	6-8	21	130	6-8	5	82	6-8	2	6-8	2
Amer. Six	16-17	A-Ser 1	G-D	6244	1189	5572	5847	6106	4007	614	217	831	3428	3073	3586	6	1643	470	4558	2019	1510	4973	4798	5275	5275	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	18	B-30	West	6258	1317	5555	5801	6106	4005	525	218	829	3425	3203	3580	34	1643	4560	4560	2028	1504	4970	4776	5275	5275	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	19		West	6200	1301	5555	5801	6106	4006	525	218	829	3425	3203	3580	34	1643	4560	4560	2028	1504	4970	4776	5275	5275	6-8	20	129	6-8	5	81	6-8	2	6-8	2
	20		West	6200	1301	5555	5801	6106	4006	525	218	829	3425	3203	3580	34	1643	4560	4560	2028	1504	4970	4776	5275	5275	6-8	20	129	6-8	5	81	6-8	2	6-8	2
Amer. Bty.	20	All	G-D	6254	1293	5509	5909	6130	4018	545	223	902	3413	3108	3765	72	1651	414	4573	2005	1524	5003	5327	5327	5327	6-8	24	170	6-8	5	82	6-8	2	6-8	2
Amer. La	14-15	20	G-D	6254	1293	5509	5909	6130	4018	545	223	902	3413	3108	3765	72	1651	414	4573	2005	1524	5003	5327	5327	5327	6-8	24	170	6-8	5	82	6-8	2	6-8	2
France	15	20	G-D	6254	1293	5509	5909	6130	4018	545	223	902	3413	3108	3765	72	1651	414	4573	2005	1524	5003	5327	5327	5327	6-8	24	170	6-8	5	82	6-8	2	6-8	2
	16	19	West	6254	1293	5509	5909	6130	4018	545	223	902	34																						

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Name

Address

M.R.

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS													
				Ray	U. S. L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Prestolite	Titan	Universal	Vesta	Westinghouse	Willard	Wittber	Cincinnati	Marko	Heisler	Base Contact	HEAD			SIDE		REAR		INSTRUMENT				
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
Barbour	18			6279	1304		5857	6104	4061											2021	1504																
Bartholomew	17-18-19			6244	1116		5855	6108	4054											2117																	
Beggs	20			6200	1311		5809	6102	4002											2015	1510																
Bell	18			6200	1311	5556	5809	6102	4002		215		3404							4547	2015	1504						6-8	18	129			3-4	61	3-4	61	
Bell	21	20 T																																			
Bell	16	A-16	Disco	6307		5506	5932	6132	4077	564	231	886	3405	3009	3712	12	1627	389	4504	2143	1527	5068	4833		sc	12-16	16	175	12-16	3	67	12-16	3	67			
Bell	20			6203					4002	511										2010	1304			5209	sc												
Bell	17	A-17	G-D	6244	1110	5505	5873	6106	4157	564	217	886	3405	2987	3674	12	1627	362	4504	2113	1506	4973	4755		sc			6-8	5	81	6-8	5	81	6-8	5		
Bell	18			6209	1302	5544	5806	6106	4002	512	215		3423	2987	3565	26	1641	458	4546	2012	1504	4955	4795	5209	sc	6-8	17	165	6-8	5	81	6-8	5	81	6-8	5	
Bell	18	C					5873		4002	511																											
Belmont	20	A										829																									
Ben Hur	17-18	17		6243	1190	5584	5841	6106	4053	617	219	831	3427	3167	3578	4	1643	479	4529	2098	1510	4971	4778		sc												
Benton	14											926	3483	3052											5275		6-8	20	129	6-8	5	81	6-8	5	81	6-8	5
Besemer	15-16	A, C, E, H		6244	1127	5524																			5365	sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5
Bethlehem	18-19	D2, E3, Ton, F	G-D	6245	1317		5841	6106												2028						sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5
Biddle	20			6242	1318			6106												2027	1504					sc											
Biddle	16-17	C-D	G-D	6233	1182	5566		6108	4064	622	224	832	3431	3181	3609	27	1644	480	4566	2021	1511	4972			sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Biddle	17	D-17		6233	1304	5566	5857	6108	4061	622	224	830	3431	3181	3511	2	1644		4553	2021	1505	4972			sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Biddle	17-18	H, H-17, D		6233	1182	5566	5857	6108	4061	613	224	830	3431	3181	3511	2	1642		4553	2021	1505	4972			sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Biddle	19	H-3			1324	5596	5857	6108	4013	613	226						2	1628		2040	1505				5246	sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5
Biddle	20			6233	1211		5854	6108	4015	611	226	834		3250	3573			260		2042	1505	5002			sc	7	17	129	7	5	81	7	2	63	7	2	
Biddle	20	H-3		6242	1211	5596	5854	6108	4013	622	226						3523			4566	2042	1505			sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Biddle	20			6243			5841			525							3670								sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Birch	18	Super 4				5584																			sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Birch	20	B-30, 40																							sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Bourne M.	18	VM-2			1288		5958		4041	603		956	3431							2009						sc	6-8	17	165	Inst	h	as	6-8	2	63	6-8	2
BourDay	16-17		G-D	6254	1113	5504	5873	6106	4157	522	217	979	3405	2987	3676	12	1627	370	4504	2124	1506	4973	4769	5350	sc	6-8	17	165	Inst	h	as	6-8	2	63	6-8	2	
BourDay	18	18A																		2124					5239	sc	6-8	21	129	6-8	4	81	6-8	4	81	6-8	4
BourDay	18	18B																		2028					sc	6-8	21	129	6-8	4	81	6-8	4	81	6-8	4	
BourDay	19	20			1317	5504		6106	4005											2028	1510	4973			sc	6-8	21	129	6-8	4	81	6-8	4	81	6-8	4	
BourDay	20			6243	1318	5530		6106	4005	608	218			3250	3514	34				2028	1510	5003			sc	6-8	21	129	6-8	4	81	6-8	4	81	6-8	4	
Bradley	21	Hearse	West	6242			5841	6106												2028					sc	6-8	18	129	6-8	4	81	6-8	4	81	6-8	4	
Bowl. Gr.	15-16			6242			5841	6106																	sc	6-8	18	129	6-8	4	81	6-8	4	81	6-8	4	
Brewster	16-17-18-19	41	USL	6244	1127	5524																			sc	12-16	30	141	6-8	5	81	6-8	5	81	6-8	5	
Briscoe	21	O2		6308	1345	5678	5928	6143	4088	636	240	984	3460	3234	3655	98	1663	505	4619	2076	1539	5091	4865		sc	12-16	30	141	6-8	5	81	6-8	5	81	6-8	5	
Briscoe	14																								sc	12-16	30	141	6-8	5	81	6-8	5	81	6-8	5	
Briscoe	14	14, B-15	U. S. L	6307	1142	5641	5932	6132	4077	636	231	908	3470	3009	3712	102	1667	437	4593	2186	1529	5102	4868	5223	sc	6-8	20	129	12-16	3	67	12-16	3	67			
Briscoe	15																								sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Briscoe	16	4-38, 8-38	Split	6307	1273	5641	5945	6136	4058	614	221	963	3409	3205	3595	54	1643	473	4558	2116	1510	4979	4777	5314	sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Briscoe	16	4-38, 8-38	Split	6307	1273	5641	5945	6136	4058	614	221	963	3409	3205	3595	54	1643	473	4558	2116	1510	4979	4777	5314	sc	6-8	20	129	6-8	5	81	6-8	5	81	6-8	5	
Briscoe	16	4-38, 8-38	Split	6307	1273	5641	5945	6136	4058	614	221	963	3409	3205	3595	54	1643	473	4558	2116	1510	4979	4777	5314													

Charge for Service!

DOES it hurt a battery dealer's business to charge for service? Many Universal dealers tried it out for months. They say it *helped* their business—not a customer lost—income increased.

Keep track of the time you give away in free service. Figure what it costs you for thirty days. Also keep track of the free service "customers" who spend any money with you. Then you'll quit free service forever.

Universal standard charges recommended are: 15 cents for flushing and hydrometer reading; 25 cents for flushing, hydrometer reading and voltage test. No customer worth having will complain about that. The test by many Universal dealers has proved it.

We help Universal dealers charge for service by advertising it to the car-owning public. It means money from every car that stops in front of your door. Write for particulars on the Universal franchise—good territory available—and the experience of dealers who have tried it.

Universal service is complete — batteries for every purpose—all parts for all makes of batteries — write for new catalogs.

UNIVERSAL BATTERY CO.

3425 So. La Salle Street
Chicago

**BATTERIES FOR
AUTOMOBILE
FARM LIGHT
ELECTRIC VEHICLE
RADIO**



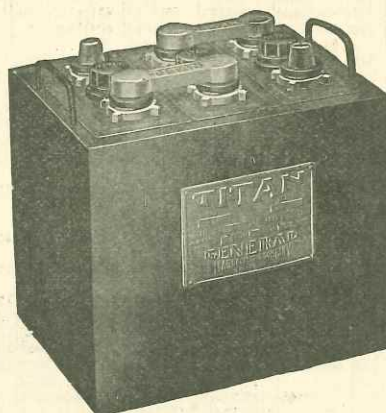
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UNIVERSAL BATTERIES

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS													
				Ray	U. S. L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wetherbee	Cincinnati	Marko	Heisler	Base Contact	HEAD			SIDE			REAR			INSTRUMENT		
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
Chandler	19		West	6243	1317	5584	5812	6102	4005	525	215	831	3203	3578	26	1641	297	4560	2028	1510	4971	4794	5276	sc	6-8	21	129	6-8	5	81	6-8	2	63	6-8	2	63	
	20	Ser 20	G-D	6243	1317	5584	5812	6106		525	218	831	3203	3578	26						4971			sc	6-8	21	129	6-8	5	81	6-8	2	63	6-8	2	63	
	21	NS-21	Bsch.	6271										3578										sc	6-8	21	129	6-8	5	81	6-8	2	63	6-8	2	63	
Charter Oak	17	A-B				5829							3072																								
Chase	17-18	0-172, 173		6244	1316	5847	6106	4007			218	831	3428	3204	3586	6	1643	480	4558	2029	1510		4798		sc	6-8	20	167	6-8	5	81	6-8	2	63	6-8	2	63
Chevrolet	15	L	A-L	6244	1110	5505	5901	6109	4164	549	217	886	3409	2996	3693	66	1639	373	4588	2113	1512	4973	4758	5210	sc	6-8	20	167	6-8	5	81	6-8	2	63	6-8	2	63
	15	H2, 2 1/2, 4, Baby Gr...	A-L		1127	5524			4164	538	217	886	3409	2996	3693	66	1627	373	4588	2113	1512	4973		5215	sc	6-8	20	167	6-8	5	81	6-8	2	63	6-8	2	63
	15	H3	A-L		1110					538	217	892		2987							1512	4973		5210	sc	6-8	20	167	6-8	5	81	6-8	2	63	6-8	2	63
	15	Monroe	A-L							538	217	892		2987							1512	4973		5210	sc	6-8	20	167	6-8	5	81	6-8	2	63	6-8	2	63
	16	Baby Gr.																																			
	16-17	Am y.Roy-M	A-L		1110	5505						886	3405	2987										5210	sc	6-8	21	130	6-8	4	81	6-8	5	81	6-8	2	63
	17	4-90	A-L	6205	1175	5547	5806	6102	4001	606	217	829	3428	3196	3554	26	1641	457	4547		1504	4955	4795	5266	de	6-8	21	130	6-8	4	81	6-8	5	81	6-8	2	63
	17	Baby Gr	A-L	6245	1189	5572	5847		4054	614	218	886	3428	3172	3597	6	1643	362	4530		1510	4973	4779	5210	de	6-8	21	130	6-8	4	81	6-8	5	81	6-8	2	63
	18	4-90	A-L	6205	1175	5547	5806	6102	4001	606	215	829	3423	3190	3554	26	1641	457	4547	2086	1504	4955	4795	5266	de	6-8	21	129	6-8	5	81	6-8	5	81	6-8	2	63
	18	FABG	A-L	6243						617	218	831	3427	3169		4	1643	464	4530		1510			5275	sc	6-8	21	130	6-8	5	81	6-8	2	63	6-8	2	64
	18	D-8	A-L					4071		626		833	3437	3176	3616	30	1646	294			1510	5002		5250	sc	6-8	14	124	6-8	5	81	6-8	2	63	6-8	2	64
	19	490	A-L	6203	1175	5547	5806	6106	4001	606	218	829		3190	3556				4547	2010	1504	4955	4795	5266	de	6-8	21	129	6-8	5	81	6-8	5	81	6-8	2	64
	19	F, B, G, T	A-L	6243				6106		614	218	831		3203		40		464	4530	2106	1510	4972		5276	de	6-8	21	129	6-8	5	81	6-8	5	81	6-8	2	64
	20	F, B, T	A-L	6200				6106		614	218	831		3203		34		312		2027	1510	4954			sc	6-8	21	129	6-8	5	81	6-8	5	81	6-8	2	64
	20	490	A-L	6200		5585	5806	6106	4001	606	218	829	3423	3190	3504	40		467	4547	2010	1504	4972			sc	6-8	21	129	6-8	5	81	6-8	5	81	6-8	2	64
	20	D4, D5					5863	6106		626	218	834					294	4539	2010	1510			4788	5254	sc	6-8	21	129	6-8	5	81	6-8	5	81	6-8	2	64
	20	B, G		6200			5801	6106	4001	609	218			3505				4564		1510																	
Chicago	17-18	C, G-6-4, 6-5	G-D	6244	1110	5505	5873		4157	522	218	886	3402	2987	3674		1627		4504	2013	1506	4973			sc	6-8	20	129	6-8			6-8	2	63	6-8	2	63
Classic	17																		2113																		
Cleveland	19-20			6230	1170	5562	5841	6102	4048	511	215	829	3428		3560	34		293	4631	2089	1504	4952			sc	6-8	20	129	6-8			6-8	2	63	6-8	2	63
	20	40	Bsch.	6230											3560	34									sc	6-8	17	129	6-8			6-8	2	63	6-8	2	63
Clydesdale	21	9-4, 9-6, Big 6	Delco	6300	1265	5636	5903	6125	4177	559	201	969	3449	3133	3812	75	1640	434	4591	2165	1521	4998	4828	5334	sc	6-8	21	169	6-8	4	83	3-4	2	63	3-4	2	63
Cole	14-15	10-4, Std 4, Little 6	Delco	6242	1321	5586	5846	6106	4011	614	221	963	3407	3205	3593	6	1643	473	4559	2033	1510	4979	4777	5319	sc	6-8	27	169	6-8	7	83	3-4	2	61	3-4	2	62
	16	4-40, 6-66, 8-50	Delco	6242	1322	5579	5848	6106	4008	617	220	965	3407	3206	3578	6	1643	507	4570	2034	1510	4974	4781	5320	sc	6-8	20	129			3-4	2	61	3-4	2	62	
	17	8-60, 61, 62	Delco	6242	1318	5585		6106	4008	617	218		3408	3203	3578	6	1643	479	4562	2027	1510	4971	4778	5318	sc	6-8	20	129			3-4	2	61	3-4	2	61	
	17	870	Delco	6274	1292	5582	5821	6106	4007	614	218		3409	3216	3759	16	1643	479	4562	2032	1510	4975	4776	5325	sc	6-8	20	129			6-8	2	61	3-4	2	62	
	19	Aero 870	Delco	6274		5582	5821	6106	4007	614	218	820		3216	3759	16	1643	331	4562	2032	1510	4975	4824	5325	sc	6-8	20	129			85	6-8	4	82	6-8	2	63
	20	870	Delco	6274	1323	5582	5821	6106	4007	614	218	820	3409	3216	3759	40	1643	265	4562	2032	1510				sc	6-8	20	129			85	6-8	2	63	6-8	2	63
Collier	21	M	Delco	6274															2032						sc	6-8	21	129	6-8	4	85	6-8	4	63	6-8	5	64
	18, 19, 20	M-15, 16, 17	Dynet	6215	1298	5548	5833	6102	4002		217		3405	3193	3510	25	1641		4546	2012	1504	4958	4795	5266	sc	6-8	20	129					6-8	2	64		
Colonial	17	6-35	A-L	6201	1300		5829	6102	4000	609		829		3128	3546	26	1641		4521	2011	1504				de	6-8	20	130			6-8	2	64	6-8	2	64	
Columbia	17	A	W-L	6215	1298	5548	5833	6102	4002	609		829	3404	3193	3510	26	1641		4546	2012	1504	4958	4795	5266	de	6-8	20	130			6-8	2	64	6-8	2	64	
	17	E	W-L	6210	1300	5555	5829	6102	4000	606	216		3404	3190	3500	25	1641	467	4550	2011	1504	4953	4794	5266	sc	6-8	21	165			5	81	6-8	2	63		
	18	E	W-L	6210	1300	5555	5829	6102	4000	606	216		3404	3190	3500	25	1641	467	4550	2011	1504	4953	4794	5266	sc	6-8	21	165			5	81	6-8	2	63		
	19	E	W-L	6210	1314	5555	5822	6108	4054	537		829	3404	3201		25	1641	467	4550	2011	1504	4953	4794	5266	sc	6-8	21	129	6-8	5	81	6-8	2	63	6-8	2	64
	20			6249	1314	5555	5822	6108	4054	537		829	3404		3555	40		507		2020	1504		4953		sc	6-8	21	129	6-8	5	81	6-8	2	63	6-8	2	64
Comet	21	C,D,E,H,C,S	A. L.	6210											3555										sc	6-8	15	129	6-8	4	81	6-8	2	63	6-8	2	64
	18	C-50						6106		537															sc	6-8											
	18	C-51						6106	4121	537															sc	6-8											
	20	C-55						6106		514															sc	6-8											
	20	C-53						6106		537															sc	6-8											
Commerce	17-18	E	Remy	6201	1172	5555		6102	4046		216		3421	3128	3546	40					1512				sc	6-8	20	129	6-8								

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Radio Sets, Boat Lighting, Alarms, etc.

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS										
				Ray	U. S. L.	Bear-Cat.	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Prestolite	Titan	Universal	Vesta	Westinghouse	Willard	Wittberber	Cincinnati	Marko	Heister	Base Contact	HEAD		SIDE		REAR		INSTRUMENT		
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
Davis.....	20	51 to 57	Delco	6200	1301	5545	5801	6106	606	218	831	3500	34	312	4552	2010	1504	4955	sc	6-8	20	129	64	
Day Elder..	21	DE-Jr	ALC	6200	1110	5505	5873	6106	4157	217	3436	2987	3674	34	12	1627	4504	2113	1506	4973	4755	5210	sc	6-8	15	129	6-8	4	85	6-8	2	63
	16-17	DE-Sr	ALC	6244	1127	5524	5881	6109	4164	.....	220	.....	3436	2996	3693	15	1629	4511	2128	1512	5003	4758	5215	.....	.....	.....	.....	.....	.....	.....	.....	.....
	17-18	DE-Jr	ALC	6244	1110	5505	5873	6106	4157	.....	217	886	3436	2987	3674	12	1627	4504	2113	1506	4973	4755	5221	.....	.....	.....	.....	.....	.....	.....	.....	.....
De Dion..	15-16	A,B,C,D,E,F	Bijur	6296	1135	5536	5886	6113	4169	555	222	.....	3411	3004	3699	20	1631	381	4515	2010	1518	5027	4763	5210	sc	6-8	15	.....	.....	.....	.....	.....
Bouton	17-18	EY	Rush	6258	1295	5533	5905	6130	4021	546	222	902	.....	.....	.....	.....	1651	413	4574	2134	.....	5021	4826	5327	.....	.....	.....	.....	.....	.....	.....	.....
	19	B	Eism	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defiance..	21	D & E	A. L.	6212	.....	.....	.....	.....	.....	.....	173	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DeKalb..	16	Junior	.....	6205	1175	5547	.....	4048	.....	.....	.....	.....	3419	3066	3554	.....	.....	.....	.....	.....	1504	4955	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denby.....	15	U	ALC	6295	1138	.....	5885	6113	4168	.....	223	.....	3413	3003	3722	21	1631	.....	4517	2136	1518	5025	4762	5221	.....	.....	.....	.....	.....	.....	.....	.....
	16-17	R	ALC	6209	1177	5544	5834	6102	4002	.....	217	.....	3423	3191	3507	26	1641	.....	4546	2012	1504	4955	4795	5266	.....	.....	.....	.....	.....	.....	.....	.....
	18	12, 13, 15	Bijur	6243	1190	5584	5841	6106	4053	.....	.....	.....	3436	3072	3578	4	1643	.....	4529	2098	1510	4971	4776	5275	.....	.....	.....	.....	.....	.....	.....	.....
Denmo.....	17	10	Apel	6216	1178	5500	.....	6102	4048	.....	217	.....	3423	3062	3547	26	1641	.....	4523	2087	1504	4957	4774	5273	.....	.....	.....	.....	.....	.....	.....	.....
Detroit...	15	C, B-6	Remy	6258	1128	5526	5882	6109	4166	540	219	892	3406	2997	3691	15	1629	374	4510	2121	1512	5009	4759	5215	dc	6-8	17	166	6-8	5	81	6-8	2	64
	16	F	Dynet	6244	1127	5524	5881	6109	4164	528	220	.....	3409	2996	3693	16	1629	373	4511	2128	1512	5003	4758	5215	.....	.....	.....	.....	.....	.....	.....	.....
	16-17	C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	18	6-45, 46	A-L	6209	1177	5544	5834	6102	4002	645	217	.....	3423	3191	3565	26	1641	458	4546	2012	1504	4955	4795	5266	sc	12-16	21	166	.....	.....	.....	.....
	19	6-45, F	.....	6201	1300	5555	5829	6102	4000	609	215	.....	3423	3190	3500	25	1641	.....	4550	2011	1504	4953	4793	.....	.....	.....	.....	.....	.....	.....	.....	.....
	19	J-3 Ton	.....	6203	.....	.....	5806	.....	.....	.....	.....	829	.....	.....	3556	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Detroit Comm.	16	.....	Disco	6312	1106	5641	.....	6102	.....	.....	.....	.....	3469	.....	.....	.....	.....	.....	.....	.....	.....	4955	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DeWyand..	17	.....	Disco	6294	1350	.....	.....	4187	.....	.....	.....	.....	4343	3249	3819	.....	1631	.....	4577	2206	1506	4971	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Die.....	15	.....	.....	6258	1111	5507	.....	6106	4162	.....	.....	.....	3402	2989	3671	10	1627	.....	4505	2114	1506	4982	4756	5210	.....	.....	.....	.....	.....	.....	.....	.....
	16	.....	.....	.....	1142	5641	.....	.....	.....	.....	.....	.....	3469	3009	.....	.....	.....	.....	.....	.....	.....	5068	.....	5224	.....	.....	.....	.....	.....	.....	.....	.....
Dimbrow..	17	Small	USL	6311	1223	5919	6132	627	839	3470	3222	88	1659	4613	2063	1531	4832	5224	dc	12-16	21	142	12-16	4	90	12-16	3	68
Dispatch..	16-17-18-19	D, G, H, L, N	Disco	6312	1142	5641	5932	6132	4077	564	232	3470	3009	3630	79	1653	4593	2143	1527	5068	4832	5224	dc	12-16	21	142	12-16	4	90	12-16	3	68
Dixie.....	16	56	1142	5641	564	1641	5068	
Dixie-Flyer	16-17-18-19	L, LS-35, HS-50	Dynet	6209	1301	5544	5834	6102	4002	598	217	829	3423	3191	3565	26	1641	4546	2012	1504	4955	4795	5266	dc	6-8	20	130	
	20	HS-70	.....	6200	1301	.....	5801	6102	4001	598	215	829	3423	.....	3507	34	.....	458	4552	2010	1504	4955	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	21	HS-70	Dynet	6200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dodge.....	15-16-17-18-19-20	N-E	1224	5661	5917	6132	4030	628	234	839	3452	3223	3629	89	1659	493	4612	2061	1531	5068	4849	5293	sc	12-16	21	141	
	21	Tour	NE	6307	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dorris.....	15	H	West	6258	1128	5526	5882	6106	4162	.....	216	886	3406	2987	3671	10	.....	363	4505	2114	1506	.....	4756	5210	.....	.....	.....	.....	.....	.....	.....	.....
	15	I	West	6258	1128	5526	5882	6106	4162	540	216	886	3406	2987	3671	15	1627	374	4505	2114	1512	5009	4756	5210	sc	6-8	17	165	6-8	5	81	6-8	2	63
	16	1A-4, 6, 1B-6	West	6244	1316	5571	5818	6106	4002	614	220	831	3436	3204	3586	6	1643	470	4558	2114	1510	4973	4798	5275	sc	6-8	21	129	6-8	5	81	6-8	2	63
	17	IC-6	West	6243	1316	5584	6106	4005	617	218	831	3204	3514	6	1643	470	4558	2029	1510	4971	4796	5275	sc	6-8	21	129	6-8	5	81	6-8	2	63	
	18	6-80	West	6244	1316	5572	5818	6106	614	218	831	3204	3517	6	1643	470	4558	2029	1510	4973	4798	5275	sc	6-8	21	129	6-8	5	81	6-8	2	63	
	19	6-80	West	6244	1316	5572	5818	6106	614	218	831	3409	3204	3517	40	1643	470	4558	2027	1510	4973	5277	sc	6-8	21	129	6-8	5	81	6-8	2	63
	20	6-80	West	6242	1318	5572	5812	6106	4006	614	226	831	3409	3184	3517	40	1643	470	4564	2027	1510	4973	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	21	6-80																																

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS													
				Ray	U. S. L.	Bear-Cat.	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wetherbee	Cincinnati	Marko	Heisler	Base Contact	HEAD		SIDE		REAR		INSTRUMENT					
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
Ford.....	15	N-E	N-E	6307	1277	5683	5959	6155	4154	600	196	912	3460	3045	3808	119	1659	441	2192	1584	5086	4886	5361	de	12-10	16	1/6	12-16	6	90	12-16	6	90	12-16	6	90	
	15-16	West	West	6244	1223	5661	5917	6132	4077	628	231	839	3470	3223	3629	89	1659	493	4612	2107	1531	5068	4849	5293	de	6-8	20	141	12-16	6	91	12-16	6	91	12-16	6	91
	15-16	Kemco	Kemco	6244	1127	5524	5881	6109	4164	538	220	892	3436	2990	3693	16	1771	373	4511	2128	1512	5003	4758	5215	de	6-8	20	130	6-8	5	82	6-8	5	82	12-16	3	67
	16	GD	D-U	6205	1252	5615	5890	6119	4103	510	229	978	3441	3028	3770	16	1686	418	4580	2014	1595	4962	4795	5368	de	6-8	20	130	6-8	5	82	6-8	5	82	12-16	3	67
	16	Dyneto	Dyneto	6310	1146	5643	5934	6132	4077	604	231	839	3470	3009	3711	79	1653	392	4593	2143	1527	5066	4833	5293	de	2-16	30	141	12-16	6	90	12-16	6	90	12-16	6	90
	16	N-E	N-E	6243	1142	5686	5947	6172	4137	600	211	839	3470	3009	3711	79	1653	392	4593	2143	1527	5066	4833	5293	de	2-16	30	141	12-16	6	90	12-16	6	90	12-16	6	90
	16-17	Disco	Disco	6243	1142	5686	5947	6172	4137	600	211	839	3470	3009	3711	79	1653	392	4593	2143	1527	5066	4833	5293	de	2-16	30	141	12-16	6	90	12-16	6	90	12-16	6	90
	17	Berns St	Berns St	6201	1300	5555	5829	6102	4000	609	216	829	3490	3254	3568	157	1641	407	4550	2011	1504	4953	4795	5266	de	12-16	20	142	6-8	2	63	6-8	2	63	6-8	2	63
	17	A-B-C	A-B-C	6200	1171	5556	5829	6101	4000	609	216	829	3490	3254	3568	157	1641	407	4550	2011	1504	4953	4795	5266	de	12-16	20	142	6-8	2	63	6-8	2	63	6-8	2	63
	17	GD	GD	6205	1175	5547	5890	6102	4002	606	217	829	3423	3404	3502	157	1641	407	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	18	T	T	6205	1175	5547	5890	6102	4002	606	217	829	3423	3404	3502	157	1641	407	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	19	T	T	6205	1175	5547	5890	6102	4002	606	217	829	3423	3404	3502	157	1641	407	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	20	T	T	6205	1175	5547	5890	6102	4002	606	217	829	3423	3404	3502	157	1641	407	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
Postoria.....	16	C	Al-C	6215	1170	5548	5833	6103	4002	606	215	829	3423	3191	3564	26	1641	458	4546	2012	1504	4958	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	17	4 Cyl	4 Cyl	6215	1170	5548	5833	6103	4002	606	215	829	3423	3191	3564	26	1641	458	4546	2012	1504	4958	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
Four-Wheel Franklin.....	16-17-18-19	B Stg. Ltg.	N-E	6201	1300	5555	5829	6102	4000	609	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	14	2, 3, 4, 5	Dyneto	6201	1300	5555	5829	6102	4000	609	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	14-15-16	6, 7, 8	Dyneto	6201	1300	5555	5829	6102	4000	609	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	16-17-18	9, A-B8	Dyneto	6307	1222	5661	5917	6132	4030	628	234	839	3452	3223	3533	94	1659	497	4612	2062	1527	5068	4849	5293	de	12-16	24	170	12-16	6	90	12-16	6	90	12-16	6	90
Frontmobile Fulton Tr.....	17	F-1	Al-C	6201	1300	5555	5829	6102	4000	609	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	17	1 Ton	Al-C	6243	1317	5584	5841	6106	4005	606	216	831	3203	3573	3573	4	1643	450	4550	2028	1510	4971	4796	5266	de	6-8	20	142	6-8	2	63	6-8	2	63	6-8	2	63
	18	1 Ton	Al-C	6201	1300	5555	5829	6102	4000	609	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	19	1 Ton	Al-C	6201	1301	5555	5829	6106	4001	609	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	21	A	Al-C	6201	1301	5555	5829	6106	4001	609	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
G. M. C.....	15		West	6243	1172	5555	5841	6103	4000	606	216	831	3203	3573	3573	4	1641	452	4529	2011	1504	4953	4778	5275	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	17		Delco	6201	1190	5584	5829	6102	4000	606	216	829	3421	3190	3500	25	1641	452	4529	2011	1504	4953	4778	5275	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	17		Vesta	6242	1318	5584	5841	6103	4006	606	216	829	3421	3190	3500	25	1641	452	4529	2011	1504	4953	4778	5275	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	18			6242	1318	5584	5841	6103	4006	606	216	829	3421	3190	3500	25	1641	452	4529	2011	1504	4953	4778	5275	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	20			6242	1318	5584	5841	6103	4006	606	216	829	3421	3190	3500	25	1641	452	4529	2011	1504	4953	4778	5275	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	21	K15,16,41,71,101	Own	6242	1172	5555	5829	6102	4000	606	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
Geneva.....	20			6242	1172	5555	5829	6102	4000	606	216	829	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4795	5266	de	6-8	20	129	6-8	2	63	6-8	2	63	6-8	2	63
	17																																				

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS													
				Ray	U. S. L.	Pear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia's Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Witberbee	Cincinnati	Marko	Hoisler	Base Contact	HEAD		SIDE		REAR		INSTRUMENT					
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
Haynes...	16	34, 35	LN	6244	1259	5624	5896	6109	4116	533	190	833	3444	3088	65	1637	487	4586	2175	1514	5050	4814	5355	de	6-8	20	130	6-8	4	82	6-8	2	64				
	16-17	36, 38, 40, 41	LN	6244	1217	5600	5860	6109	4018	623	190	833	3436	3218	29	1645	487	4571	2175	1512	5003	4801	5285	de	6-8	20	130	6-8	4	82	6-8	2	64				
	17-18	38, 39, 43, 44	LN	6244	1217	5600	5860	6109	4018	623	258	833	3436	3218	29	1645	487	4571	2051	1512	5003	4801	5275	de	6-8	20	130	6-8	4	82	6-8	2	64				
	19	38, 39, 39r, 45, 46	LN	6244	1316	5651	5862	6109	4007	623	218	965	3436	3204	3613	40	1645	487	4571	2029	5003	5317	de	6-8	20	130	6-8	2	64	6-8	2	64					
	20	43, 44, 44r, 45	Leece	6242	1318	5585	5862	6109	4017	614	218	833	3436	3218	43	1645	470	4627	2049	4973	5003	5317	de	6-8	15	130	6-8	6	82	6-8	2	64					
H. C. S.	21	47	Leece	6242	1318	5585	5862	6109	4017	614	218	833	3436	3218	43	1645	470	4627	2049	4973	5003	5317	de	6-8	15	130	6-8	6	82	6-8	2	64					
Hercules...	15	All	Dyn	6307	1230	5663	5862	6109	4030	218	839	3452	3218	3629	40	1645	4612	2063	1531	5063	4881	5294	de	6-8	20	130	6-8	5	82	6-8	2	64					
Herschhoff...	15	4-16	APL	6313	1151	5651	5862	6109	4085	578	912	3451	3160	3721	81	1655	395	4595	2143	1527	5071	4834	5225	de	6-8	17	166	6-8	5	82	Spec	6-8	2	64			
Herf Br.	15	4-40, 6-50	APL	6318	1143	5647	5862	6109	4080	578	908	3474	3012	3721	78	1635	4599	2143	1527	5071	4834	5225	de	6-8	20	130	6-8	5	82	6-8	2	64					
	16	4-35	APL	6319	1226	5668	5862	6109	4080	578	839	3470	3012	3637	89	1659	4612	2063	1531	5063	4881	5294	de	6-8	20	130	6-8	5	82	6-8	2	64					
	16	H-650	APL	6202	1307	5651	5862	6109	4002	623	218	965	3436	3204	3613	40	1645	487	4571	2029	5003	5317	de	6-8	20	130	6-8	2	64	6-8	2	64					
Herring	17	A	APL	6243	1317	5584	5841	6106	4005	578	831	3427	3203	3514	4	1643	4560	2028	1510	4971	4796	5275	de	6-8	20	129	6-8	5	82	6-8	2	64					
Higraide...	17	B	APL	6243	1317	5584	5841	6106	4005	578	831	3427	3203	3514	4	1643	4560	2028	1510	4971	4796	5275	de	6-8	20	129	6-8	5	82	6-8	2	64					
	17-18	A	APL	6243	1317	5584	5841	6106	4005	578	831	3427	3203	3514	4	1643	4560	2028	1510	4971	4796	5275	de	6-8	20	129	6-8	5	82	6-8	2	64					
Hollier...	16	166	AL-C	6215	1170	5548	5833	6102	4080	631	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	16	168	APL	6318	1227	5704	5918	6136	4002	607	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	17	166	AL-C	6215	1170	5548	5833	6102	4080	631	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	17	168, 176, 178	APL	6318	1227	5704	5918	6136	4080	631	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	18-19	188, 206	APL	6318	1227	5704	5918	6136	4080	631	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	20		APL	6245	1306	5704	5918	6136	4054	578	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
Holly	17	A	APL	6245	1306	5704	5918	6136	4054	578	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
Holmes...	17		APL	6245	1306	5704	5918	6136	4054	578	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	18		APL	6245	1306	5704	5918	6136	4054	578	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	19		APL	6245	1306	5704	5918	6136	4054	578	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
	20		APL	6245	1306	5704	5918	6136	4054	578	207	839	3474	3225	3635	26	1641	458	4546	2012	1504	4958	4795	5296	se	6-8	20	129	6-8	3	4	2	61	3-4	2	61	
Hoover...	21	4	Dyn	6304	1232	5677	5921	6138	4089	582	217	886	3428	2987	3679	12	1627	4504	2113	1506	4973	4755	5210	de	12-16	30	142	12-16	4	90	12-16	2	68	12-16	2	68	
Houghton...	16	15A	Dyn	6304	1232	5677	5921	6138	4089	582	217	886	3428	2987	3679	12	1627	4504	2113	1506	4973	4755	5210	de	12-16	30	142	12-16	4	90	12-16	2	68	12-16	2	68	
	17	400	Dyn	6304	1232	5677	5921	6138	4089	582	217	886	3428	2987	3679	12	1627	4504	2113	1506	4973	4755	5210	de	12-16	30	142	12-16	4	90	12-16	2	68	12-16	2	68	
	17	400	Dyn	6304	1232	5677	5921	6138	4089	582	217	886	3428	2987	3679	12	1627	4504	2113	1506	4973	4755	5210	de	12-16	30	142	12-16	4	90	12-16	2	68	12-16	2	68	
Howe	19	6-40	Delco	6303	1223	5591	5919	6106	4031	576	234	912	3452	3014	3723	82	1655	399	4596	2216	1533	5082	4840	5227	se	6-8	20	129	6-8	5	81	6-8	2	63	6-8	2	63
Hudson...	14-15	6-40	Delco	6242	1118	5509	5846	6106	4009	526	221	965	3407	3205	3591	6	1627	473	4528	2044	1506	4979	4753	5319	se	6-8	20	129	6-8	5	81	6-8	2	61	3-4	2	61
	14-15	6-54	Delco	6300	1265	5587	5849	6106	4009	517	221	965	3409	3206	3578	75	1640	434	4591	2045	1521	4998	4828	5334	se	6-8	20	129	6-8	5	81	6-8	2	61	3-4	2	61
	16	6-40	Delco	6242	1201	5587	5849	6106	4009	517	221	965	3409	3206	3578	75	1640	434	4591	2045	1521	4998	4828	5334	se	6-8	20	129	6-8	5	81	6-8	2	61	3-4	2	61
	17-18	Super 6, 6M	Delco	6242																																	

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS														
				Ray	U. S. L.	Bar-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Prestolite	Titan	Universal	Vesta	Westinghouse	Willard	Wittber	Cincinnati	Marko	Hoelscher	Base Contact	HEAD		SIDE		REAR		INSTRUMENT						
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	
Kankakee	20	Truck	Delco	6245	1110	5505					171															6-8	17	166	6-8	5	82	3-4	2	62	(Spec	ial)		
Keeton	15		Jesco	6258	1128	5526	5882	6109	4166			886	3428	987	3597											dc	6-8	17	166	6-8	5	82	3-4	2	62	(Spec	ial)	
Kelly-Sp'ng'ld	15-16			6295	1334		5841	6109	4016			863	3428	987	3692	55	1629		4510	2127	1512	5009	4758	5215	5310	dc	6-8	17	166	6-8	5	82	3-4	2	62	(Spec	ial)	
	19-20	K-31, 32, 35, 36, 40, 45, 50, 52	West									863	3428	987	3597				4510	2127	1512	5009	4758	5215	5310	dc	6-8	15	129			6-8	2	63				
	21	K31, 34, 35, 36, 40, 41, 42, 50, 60	West									863	3428	987	3597				4510	2127	1512	5009	4758	5215	5310	dc	6-8	15	129			6-8	2	63				
Kelsey	16		Bsch	6324					4035					3096	3649											dc	6-8	15	129			6-8	2	63				
Kent	17		W-L	6304	1155	5653		6138	4082	577	237	912	3466	3158	3720	80	1655	400	4597	2147	1533	5087	4839	5227	sc	12-16	30	141			12-16	6	89	12-16	3	07		
King	15	C	W-L	6244	1189	5572	5847	6106	4007	522	217	886	3405	3204	3586	6	1643	470	4558	2029	1510	4973	4798	5210	dc	6-8	17	166	6-8	5	82	6-8	2	64	6-8	2	04	
	16	8-D	W-L	6215	1109	5519	5833	6102	4002	607	217	886	3405	3096	3564	26	1643	362	4546	2012	1510	4990	4795	5266	dc	6-8	20	130	6-8	5	82	6-8	2	64	6-8	2	04	
	16	8-D	W-L	6215	1109	5519	5833	6102	4002	607	217	829	3405	2966	3564	26	1641	462	4546	2012	1510	4990	4795	5266	dc	6-8	20	130	6-8	5	82	6-8	2	64	6-8	2	04	
	16-17	8-E	W-L	6215	1170	5549	5833	6102	4002	607	216	829	3404	3191	3564	26	1641	458	4546	2012	1510	4990	4795	5266	sc	6-8	20	129	6-8	5	81	6-8	2	63	6-8	2	03	
	18	EE		6204	1317	5545	5829	6106	4002	607	218	829	3404	3190	3508	26	1641	467	4546	2018	1510	4955	4793	5266	sc	6-8	20	129	6-8	5	81	6-8	2	63	6-8	2	03	
	18	8						6106		607					3508				2050						sc	6-8	20	129	6-8	5	81	6-8	2	63	6-8	2	03	
	19	G, T	Bijur	6201	1317	5545	5841	6106		609	218	831				1643	479	2050							sc	6-8	20	129	6-8	5	81	6-8	2	63	6-8	2	03	
	20	H	West	6265	1317	5524		6106		623	218	833		3171		6	304	4564		1510	5003				sc	6-8	20	129	6-8	5	81	6-8	2	63	6-8	2	03	
	20			6293			5605	5841	6106		162														sc	6-8	20	129	6-8	5	81	6-8	2	63	6-8	2	03	
	21		West	6245							162														sc	6-8	25	129	6-8	4	81	6-8	2	63	6-8	2	03	
	21																277								sc	6-8	21	130	6-8	4	81	6-8	2	63	6-8	2	03	
	19-20						5841																		sc	6-8	24	170			6-8	2	64	6-8	2	04		
Kissel Kar.	15	4-36, 6-42	N-W	6244	1127	5524	5881	6109	4164	538	220	892	3428	3204	3693	16	1629	373	4511	2128	1512	4973	4758	5215	dc	6-8	24	170			6-8	2	64	6-8	2	04		
	16-17	4-32, 6-42		6244	1317	5572		6102	4007	614	217	831	3423	3191	3586	6	1643	470	4558	2029	1512	4955	4798	5275	dc	6-8	20	130			6-8	2	64	6-8	2	04		
	18	100 pt. 6	Remy	6209	1307	5544	5834		4002	607	215	829	3428	3191	3565	26	1641	457	4546		1504	4955	4795	5266	dc	6-8	20	130			6-8	2	64	6-8	2	04		
	18-19	6-427-42, Pb, C	West						4007	614	218	831	3428	3191	3586	6	1642	457	4558	2029	1510				dc	6-8	20	130			6-8	2	63	6-8	2	04		
	19	B-6	Remy	6244	1317	5572		6106		614	218	831		3204						2029	1504	4973		5275	dc	6-8	20	130			6-8	2	64	6-8	2	04		
	20		Remy	6243	1317	5572	5847	6106	4007	617	218	831	3405	3204	3514	6		470		2029	1504	4973		5275	dc	6-8	20	130			6-8	2	64	6-8	2	04		
	17-18	15		6243	1317		5834											4547	2020						sc	6-8	18	129			6-8	2	63	6-8	2	04		
	21	CB-6	Remy	6242															2029						sc	6-8	18	129			6-8	2	63	6-8	2	04		
Kline Kar.	15	0-42, A	Rush		1268	5631	5818	6126		549	151	898	3446	3038	3789	66	1639		4588	2013	1520	5057	4817	5357	sc	6-8	20	168			6-8	4	66	6-8	2	04		
	16	0-36	West	6214	1298	5548	5834	6102	4002	606	217	829		3193	3550	26	1641	462	4547	2019	1504	4958	4774	5357	sc	6-8	20	129	6-8	4	65	6-8	2	64	6-8	2	04	
	17-18	0-38	West	6201	1300	5555	5829	6102	4000	609	216	831	3421	3190	3500	25	1641	467	4550	2011	1504	4953	4793	5266	sc	6-8	20	129	6-8	5	81	6-8	4	65	6-8	2	03	
	19	0-42-H	West	6244	1300		5829	6102		522	218	831		3072	3586	6		4550	2011	1510	4971			sc	6-8	20	129			6-8	5	81	6-8	2	63	6-8	2	03
	20	6-55J	Wag	6244		5584	5829	6106				896	3411	3072	3586	20	1631	4515	2135	1518	5027	4763	5221	dc	6-8	20	129			6-8	5	82	3-4	2	62	3-4	2	62
	15-16-17	35, 36 Tract	Bijur	6295	1135	5535		6116	4074			896	3411	3154	3621	23	1683	4518	2140	1518	5025	4763	5221	dc	6-8	17	166	6-8	5	82	3-4	2	62	3-4	2	62		
	18	35, 36 Tract		6296	1135	5536	5885	6116	4074			896		3154	3621	23		4519	2140	1518			4763	5221	sc	6-8	17	166	6-8	5	82	3-4	2	62	3-4	2	62	
	20	35, 36			1138		5885	6116	4075									2140	1518						sc	6-8	12	16	178	12-16								
Kressler	16-17	Coupe, Sedan	Dyne	6312	1221	5662	5933	6133	4077	628	232	839	3470	3223	3630	89	1659	494	4612	2107	1593	5064	4848	5295	dc	6-8	17	166			6-8	2	64	6-8	2	04		
	15	L	Disco	6258	1111		5882	6																														

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS										
				Ray	U. S. L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wetherbee	Cincinnati	Marko	Heisler	Base Contact	HEAD		SIDE		REAR		INSTRUMENT		
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
McLaughlin	17-18		Delco	6200	1171	5556	5829	6102	4001	608	215	967	3404	3190	25	1641	467	4552	2010	1504	4953	4772	5315	5315	6-8	17	165	6-8	5	81	6-8	2	63	
Macear	16	M	Delco	6242	1318	5556	5841	6106	4006	5.4	215	967	3404	3190	25	1641	467	4552	2010	1504	4953	4772	5315	5315	6-8	17	165	6-8	5	81	6-8	2	63	
Mack	16	AB, AC	Delco	6244	1127	5524	5881	6109			220	892	3436	2996	16	1629		4511	2128	1512	5003	4758	5215	5215	6-8	17	165	6-8	5	81	6-8	2	63	
	17-18	AB, AC	Delco	6311	1152	5649	5938	6139	4082			912	3468	3014	3724	82	1655		4596	2216	1533	5082	5228	5228	6-8	17	165	6-8	5	81	6-8	2	63	
	19		Delco	6304	1155	5653	5938	6138	4082			912	3468	3014	3720	80	1655		4597	2147	1533	5087	5227	5227	6-8	17	165	6-8	5	81	6-8	2	63	
	20		Delco				5841	6132			167							4636	2203						6-8	17	165	6-8	5	81	6-8	2	63	
Madison	15-16-17	T, T-7	Remy	6291	1205	5594	5858	6108	4015	621	225	832	3432	3186	3607	27	1644	483	4568	2040	1511	4989	4787	5252	5252	6-8	17	165	6-8	5	81	6-8	2	63
	18	T	Remy	6291	1205	5594	5858	6108	4015	621	226	827		3186	3607	27	1644	483	4568	2040	1511	4989	4787	5252	5252	6-8	17	165	6-8	5	81	6-8	2	63
	19-20	6-cyl.	Disco	6303	1324		5857	6108	4013			827						4568	2040	1510					6-8	17	165	6-8	5	81	6-8	2	63	
Maibohm	17	A	Disco				5912	6152	4077	629	232	908	3470	3008	3628	99		492	4611	2212	1527		4858	5224	5224	6-8	17	165	6-8	5	81	6-8	2	63
	18	B	Disco				5912	6152		514	232	908	3008	3546	47						1527					6-8	17	165	6-8	5	81	6-8	2	63
	19	B	Disco	6201	1300	5555	5912	6102	4046	614	232	908	3008	3546	47	1689		4542	2208	1527	4953	4792			6-8	17	165	6-8	5	81	6-8	2	63	
	20	A	Wag	6201	1300	5555	5829	6102	4000	609	214	827		3242				4543	2011	1504	4953	4792	5265	5265	6-8	17	165	6-8	5	81	6-8	2	63	
	21	A	Wag	6200	1301	5555	5829	6102		609	215		3427		3500	34		296	4552	2010	1504	4953			6-8	17	165	6-8	5	81	6-8	2	63	
	22		Wag	6200	1301	5555	5829	6102		609	215		3427		3500	34		296	4552	2010	1504	4953			6-8	17	165	6-8	5	81	6-8	2	63	
Majestic	17		Bijur	6200																					6-8	17	165	6-8	5	81	6-8	2	63	
Marathon	14		W-L	6244	1110	5505	5873	6106	4157	522	220	886	3428	2987	3674		1627	362	4504	2113	1506	4973	4755	5210	5210	6-8	17	165	6-8	5	81	6-8	2	63
	15		Jesco	6258	1165	5690	5882	6109	4097	591	245	924	3434	3021	3742	112	1665	405	4504	2155	1557	5108	4879	5234	5234	6-8	17	165	6-8	5	81	6-8	2	63
	16		Jesco	6244	1165	5690		6101	4097	591	245	924	3434	3021	3742	112	1665	405	4504	2155	1557	5108	4879	5234	5234	6-8	17	165	6-8	5	81	6-8	2	63
	17		Jesco	6244	1128	5602		6161	4166	540	219	886		2997	3691	15	1629	362	4504	2113	1512	5009	4759	5234	5234	6-8	17	165	6-8	5	81	6-8	2	63
	18		Jesco	6244	1110	5505	5873	6106	4157	522		886		2987	3674	12	1629	362	4504	2113	1506	4973	4755	5210	5210	6-8	17	166	6-8	5	82	6-8	2	64
Marion	15	48A, B, G, 4, 6, 8	West	6296				6113		552	222	896	3411	3004			1631	381		2135	1518		4763	5221	5221	6-8	17	166	6-8	5	81	6-8	2	63
	16	K	West	6244	1316	5572	5847	6106		552	217	831		2987	3586		1643	470	4558	2029	1510	4973	4798	5215	5215	6-8	17	166	6-8	5	81	6-8	2	63
	17	B	West	6244	1316	5572	5847	6106		552	217	831		2987	3586		1643	470	4558	2029	1510	4973	4798	5215	5215	6-8	17	166	6-8	5	81	6-8	2	63
	18	B	West	6244	1317	5572	5841	6106		552	220	886	3428	2987	3586		1643	470	4558	2029	1510	4973	4798	5215	5215	6-8	17	166	6-8	5	81	6-8	2	63
	19	B	West	6244	1317	5572	5841	6106		552	220	886	3428	2987	3586		1643	470	4558	2029	1510	4973	4798	5215	5215	6-8	17	166	6-8	5	81	6-8	2	63
Marmon	14	41, 48	N-E	6244	1317	5572	5841	6106		552	220	886	3428	2987	3586		1643	470	4558	2029	1510	4973	4798	5215	5215	6-8	17	166	6-8	5	81	6-8	2	63
	15	41, 48	Jesco	6311	1152	5649	5938	6139	4083	576	235	923	3484	3022	3744	113	1655	408	4552	2010	1504	4953			6-8	17	166	6-8	5	82	6-8	2	64	
	16	34, 41	Bosch	6305	1153	5648	5939	6138	4083	576	235	923	3484	3022	3744	113	1655	408	4552	2010	1504	4953			6-8	17	166	6-8	5	82	6-8	2	64	
	17	34	Bijur	6242	1219	5599	5860	6109	4070	623	258	833	3436	3088	3614	29	1645	277	4535	2104	1501	5003	4782	5285	5285	6-8	17	166	6-8	5	82	6-8	2	64
	18		Delco	6242	1341	5599		6111	4024	609	222	833	3436	3221	3500	46		4637	2056						6-8	17	166	6-8	5	82	6-8	2	64	
	19		Delco	6200			5829																		6-8	17	166	6-8	5	82	6-8	2	64	
	20		Delco	6242			5862																		6-8	17	166	6-8	5	82	6-8	2	64	
	21	211	West	6242																					6-8	17	166	6-8	5	82	6-8	2	64	
	22		N-E	6295				6113		552	222	896	3411	3003	3702		1631	382	4515	2153		5027	5025	4762	5221	6-8	17	166	6-8	5	82	6-8	2	64
	23		N-E	6296		5535		6113		552	222	896	3411	3003	3702		1631	382	4515	2153		5027	5025	4762	5221	6-8	17	166	6-8	5	82	6-8	2	64
	24		Jesco	6296		5535		6113		552	222	896	3411	3003	3702		1631	382	4515	2153		5027	5025	4762	5221	6-8	17	166	6-8	5	82	6-8	2	64
	25		West	6295	1135			6113		552	223	896	3411	30																				

Car	Year	Model	Electric System	STORAGE BATTERIES																								LAMPS								
				Ray	U. S. L.	Bear-Cat.	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wittberbe	Cincinnati	Marko	Heisler	Base Contact	HEAD		SIDE		REAR		INSTRUMENT				
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
Moline....	19	MK	Wag	6243	1317	5584	5881	6106	4005	617	...	831	3427	3203	3514	...	1643	373	4560	2028	1510	4971	4797	...	ac	6-8	...	6-8	4	82	6-8	2	64			
Moline Kr.	20	J, R	Wag	6242	...	...	5881	6106	4005	617	...	831	3427	3203	3514	...	1642	4560	2027	1510	4971	4797	...	sc	6-8	...	6-8	4	82	6-8	2	64			
Monitor....	17	D	...	6240	...	5567	...	6102	...	628	...	829	3432	3182	5513	...	25	479	4556	2025	1504	5039	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64		
	18	4-30	...	...	...	...	...	6102	...	609	215	...	3423	3008	3629	...	1641	492	4610	2011	4953	4793	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	19	C, M, O, R	Dyne	6201	1300	5555	5829	6102	4077	609	215	...	3423	3008	3629	...	1641	492	4610	2011	4953	4793	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64		
	20	R-Road	...	6249	1310	5584	5851	4054	...	522	...	831	3436	3594	...	26	...	304	4530	...	4971	...	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	21	B-50, 51, 52	Dyne	6242	...	...	...	4054	...	522	...	831	3436	3594	...	26	...	304	4530	...	4971	...	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
Monroe....	15	M-2	A-L	6244	1110	5524	5881	6106	4124	538	...	892	3409	3789	...	12	...	373	4511	2113	1512	5003	4758	5215	dc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	16	M-2 1/2	A-L	6244	1110	5524	5881	6106	4124	538	220	892	3409	3789	...	12	1629	373	4511	2113	1512	5003	4755	5210	dc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	17	M	A-L	6244	1127	5524	...	6106	...	522	217	886	3423	2987	...	16	1627	362	...	1506	5003	4755	...	dc	6-8	20	129	...	6-8	2	63	6-8	2	64		
	18	M-2	A-L	6209	1108	5500	5838	6102	4002	512	217	882	3423	3061	3668	126	1625	361	4502	2128	1500	4955	4750	5209	dc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	16-17	M-2, 3	A-L	6209	1108	5500	5838	6102	4002	512	217	882	3423	3061	3668	126	1625	361	4502	2128	1500	4955	4750	5209	dc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	18	M-4, 5	A-L	...	...	...	5838	6102	4002	512	217	882	3423	3066	...	126	1625	361	...	2014	1500	4955	4750	5209	dc	6-8	20	129	...	6-8	2	63	6-8	2	64
	17	M-4, 5	A-L	...	...	...	5838	6102	4002	512	217	882	3423	3066	...	126	1625	361	...	2014	1500	4955	4750	5209	dc	6-8	20	129	...	6-8	2	63	6-8	2	64
	18-19	6, S, 7T, 8R	A-L	6205	...	...	5838	6102	4002	511	215	829	3423	3066	3554	126	1625	361	4547	2144	1504	4955	...	...	dc	6-8	20	129	...	6-8	2	63	6-8	2	64
	20	S-9, S-10	...	6215	1175	5568	5838	6102	4002	512	215	829	3423	3066	3554	26	...	454	4547	2144	1504	4955	...	...	dc	6-8	20	129	...	6-8	2	63	6-8	2	64
Moon....	15	4-38, 6-40	Delco	6242	1112	5508	5875	6106	4177	526	221	963	3407	3074	3592	131	1627	473	4528	2116	1506	4979	4753	5319	sc	6-8	17	165	...	6-8	2	63	6-8	2	63	
	16	6-50	Delco	6300	1245	5636	...	6125	4177	558	201	969	3449	3133	3812	79	...	434	4591	2165	1521	5058	4828	5334	sc	6-8	17	165	...	6-8	2	63	6-8	2	63	
	17	6-30, 40	Delco	6220	1194	5579	5830	6102	4002	607	220	965	3428	3075	3566	26	1641	507	4546	2018	1504	4974	4774	4320	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	18	6-43	Delco	6252	1189	5579	5852	6109	4007	615	220	965	3428	3204	3601	132	1643	479	4563	2047	1510	4974	4798	5320	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	19	6-66	Delco	6244	1207	5579	5852	6109	4007	615	220	965	3428	3210	3586	132	1643	479	4563	2047	1510	4974	4798	5320	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	20	6-36	Delco	6207	1302	5544	...	6106	4048	511	215	967	3427	3243	3551	48	1689	454	4544	2009	1504	4955	4792	5264	sc	6-8	20	129	...	6-8	2	63	6-8	2	44	
	21	6-45	Delco	6244	1190	5572	5847	6109	4005	614	218	965	3427	3210	3586	132	1643	479	4558	2029	1510	4974	4792	5264	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	18	6-66	Delco	6244	1189	5579	5847	6109	4005	614	218	965	3427	3210	3586	132	1643	479	4558	2029	1510	4974	4792	5264	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	19	6-66	Delco	6244	1316	5579	5812	6106	4008	616	218	965	3427	3210	3586	132	1643	479	4558	2029	1510	4974	4792	5264	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	20	6-66	Delco	6244	1316	5579	5812	6106	4008	616	218	965	3427	3210	3586	132	1643	479	4558	2029	1510	4974	4792	5264	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	21	6-48-68	Delco	6242	...	...	...	6106	4008	616	218	965	3427	3210	3586	132	1643	479	4558	2029	1510	4974	4792	5264	sc	6-8	20	129	...	6-8	2	63	6-8	2	64
Moreland....	15-16	...	Split	...	1249	5613	...	6118	4106	180	...	884	3440	3134	3773	58	...	4579	2167	1502	5038	4811	5351	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
Moore....	16-17	30	...	6207	1106	5500	...	4048	511	...	829	...	3190	3667	...	34	...	4579	2167	1502	5038	4811	5351	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64	
	19-20	30C, F	...	6201	1106	5500	5829	...	4048	511	...	829	...	3190	3667	...	34	...	4579	2167	1502	5038	4811	5351	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64
Moyer....	15	...	US	6244	1218	...	...	6113	...	538	...	892	3411	3143	3693	16	...	373	4517	2138	1518	5025	4758	5215	dc	6-8	24	170	...	6-8	2	63	6-8	2	64
	16	...	US	6244	1218	...	...	6113	...	538	220	892	3411	3143	3693	16	...	373	4517	2138	1518	5025	4758	5215	dc	6-8	24	170	...	6-8	2	63	6-8	2	64
	17	...	US	6295	1138	...	...	6168	...	552	223	896	...	3003	...	...	...	382	...	2128	1512	...	...	...	dc	6-8	24	170	...	6-8	2	63	6-8	2	64
Muskegon....	19	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	sc	6-8	20	129	...	6-8	2	63	6-8	2	64
Murray....	16-17	Murray 8	West	...	1260	5623	5896	6122	1116	533	190	894	3444	3033	3782	65	1637	424	4589	2175	1514	5050	4814	5355	sc	6-8	20									

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
				Ray	U. S. L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wittberbee	Cincinnati	Marko	Heissler	Base Contact	HEAD		SIDE		REAR		INSTRUMENT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Oldsmobile	19	37-6C	Delco	1175	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829	5829

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS													
				Ray	U. S. L.	Bent-Cat.	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wetherbee	Cincinnati	Marko	Hoelsler	Base Contact	HEAD		SIDE		REAR		INSTRUMENT					
																										Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.
Pierce Arrow	16	38C-4, 48B-4, 66A-4	West	1332	5846	6106	4009	544	219	977	3416	3092	131	1643	491	4559	2036	1603	4979	4777	5319	sc	6-8	24	169	6-8	5	81	6-8	5	81	6-8	5	81			
	17	38C-4, 48B-4, 66A-4	West	6276	1342	5868	6112	4028	544	217	977	3416	3092	57	1643	491	4541	2060	1603	5020	4791	5321	sc	6-8	24	169	6-8	5	81	6-8	5	81	6-8	5	81		
	18	38C-5, 48B-5, 66A-5	West	6276	1342	5868	6112	4028	544				3092	57	1641	491	4541	2060		5020		5321	sc				6-8	5	81	6-8	5	81	6-8	5	81		
	19	38C-4, B-5		6276	1342	5868	6112	4028	544	202	816		3092			491	4541	2060		5019	4791	5321				6-8	5	81	6-8	5	81	6-8	5	81			
	20	5 Ton	West	6276					544				3092				4541	2060								6-8	5	81	6-8	5	81	6-8	5	81			
	20	All		6276	1339	5611	5868	6112	4028	544	202		3416			491	4541	2060								6-8	5	81	6-8	5	81	6-8	5	81			
	21		Delco	6242														2056								6-8	5	81	6-8	5	81	6-8	5	81			
Pilot	15	75	G-D	6244	1316	5505	5847	6106	4007	522		890	3428	3204	3586	6	1640	362	4558	2029	1510	4973	4798	5275	dc	6-8	21	129	6-8	5	82	6-8	2	64			
	15	55	West	6258	1128	5526	5882	6109	4166	540		890	3406	2996	3691	15	1645	374	4510	2127	1512	5009	4759	5215	dc	6-8	17	166	6-8	5	82	6-8	2	64			
	16-17	6-45	Delco	6209	1302	5544	5806	6102	4002	607	215	829	3406	3196	3565	26	1641	458	4546	2012	1504	4955	4795	5266	dc	6-8	21	130	6-8	5	82	6-8	2	64			
	18	6-45		6203	1307	5545	5806	6102	4002	606	215	829	3406	3191	3556	26	1641	454	4547	2013	1504	4955	4795	5266	dc	6-8	20	164	6-8	5	82	6-8	2	63			
	19-20			6208	1307	5545	5806	6102	4002	606	215	829	3423			26		4547	2013	1504	4955				6-8	20	134	6-8	5	81	6-8	2	63				
Pontiac	16		Disco	6311								3476														6-8	20	134	6-8	5	81	6-8	2	63			
	14	50	G-D	6258	1289			6128	4004	576	205	900	3402	3104	3755	69	1647	410	4548		1522	4982	4823	5322	dc	6-8	17	166	6-8	5	82	6-8	2	64			
	15	50	G-D	6258	1325			6106	4012	570	216	890	3402	3215	3580	5		363	4565	2030	1510	4982	4799	5275	dc	6-8	24	169	6-8	5	81	6-8	5	81			
Premier	15	6-50	Remy	6267	1267	5630	5902	6126			192	898		3037	3791	67	1639	430		2180	1520	5056	4816	5357	dc	6-8	17	166	6-8	5	82	6-8	2	64			
	16	6-51	Remy	6267	1267	5630	5902	6126	4123		192	898	3447	3037	3791	67	1639	430	4589	2041	1520	5056	4816	5357	dc	6-8	21	130	6-8	5	82	6-8	2	64			
	16	6-56										3405	3006					2040							6-8	21	130	6-8	5	82	6-8	2	64				
	17	6B	Delco	6280	1208	5593	5855	6108	4015	621	225	832	3432	3185	3524	7	1644	474	4568	2039	1511	4972	4807	5255	dc	6-8	20	129	6-8	5	81	6-8	2	64			
	18	6C		6279	1197	5595	5855	6108	4013	622	226	966	3431	3184	3523	6	1644		4567		1511	4972	4805	5313	dc	6-8	20	129	6-8	5	81	6-8	2	64			
	19	6C				5855	6108		621				3185					4567	2028						6-8	20	129	6-8	5	81	6-8	2	64				
	19	6B	Delco	6279	1197		5855	6108	4013	622	226	832	3427	3184		27		479	567	2124					6-8	20	129	6-8	5	81	6-8	2	64				
	20	6D	Delco	6278	1331	5596	5855	6108	4014	622	226	832		3184	3523	41		273	4640	2191					6-8	20	129	6-8	5	81	6-8	2	64				
	21	6-D	Delco	6242	1317	5584		6106	4005			3427							2046						6-8	21	129	6-8	2	82	6-8	5	63				
Pullmore	17-18			6243	1317	5584		6106	4005			3427						4560	2028		4971	4796	5276		6-8	17	125	6-8	2	63	6-8	2	64				
Princess	16	D	Disco	6314	1147	5642		6133	4078	567	235	908	3469	3157	3709	78	1653	460	2114	1527	5064	4835	5224	dc	6-8	17	125	6-8	2	63	6-8	2	64				
Pulman	17	F		6254	1113	5504	5873	6106	4157	522	217	979	3428	2987	3676	12	1627	370	4509	2124	1506	4973	4769	5329	dc	6-8	17	125	6-8	2	63	6-8	2	64			
	17	Pull-Jr	Apel	6279	1279	5555	5948	6156	4139	575	197	914		3046	3644	105	1669	442	2143	1535	5103	4873	5362	dc	6-8	17	125	6-8	2	63	6-8	2	64				
	16	Pull-Jr		6279	1279	5555	5948	6156	4139	575	197	914		3046	3644	105	1669	442	2088	1535	5103	4873	5362	dc	6-8	17	125	6-8	2	63	6-8	2	64				
	17	424 Ser 1917	Split	6205		5838	6102	4002	606	117	829	3423	3196	3554	26	1641	464	4547	2014	1504	4795	5266	dc	6-8	17	165	6-8	5	81	6-8	2	63					
R. C. H.	15			6258	1111	5507		6106	4162	527	216	886	3425	2989	3671	10	1627	363	4505	2114	1506	4982	4756	5210	dc	6-8	24	170	6-8	2	63	6-8	2	64			
Regal	15	D	Rush	6258	1189	5572	5847	6106	4007	522	890	3428	3204	3586	6	1640	362	4558	2029	1510	4973	4798	5275	dc	6-8	21	129	6-8	5	82	6-8	2	64				
	16	Lt-4	Dynet	6312	1147	5642	5933	6133	4077	564	232	908	3470	3014	3713	79	1653	390	4599	2143	1594	5082	4834	5224	dc	12-16	30	142	6-8	2	63	6-8	2	64			
	16	Regal 8	Dynet	6312	1147	5642	5933	6133	4077	564	232	908	3470	3014	3713	79	1653	390	4599	2143	1594	5082	4834	5224	dc	12-16	30	142	6-8	2	63	6-8	2	64			
	17-18	J, 432	H-Sp	6203	1170	5548	5833	6102	4048	606	217	829	3423	3069	3556	26	1641	462	4523	2088	1504	4958	4774	5266	dc	6-8	20	129	6-8	5	81	6-8	2	64			
R & V	20			6242	1318	5513	5841	6106	4006	617	218					34		312							6-8	20	129	6-8	5	81	6-8	2	64				
	21	R		6242														2027							6-8	20	129	6-8	5	81	6-8	2	64				
Renault	17		Bosch	6311	1147	5642	5938	6139	4083	576	237																										

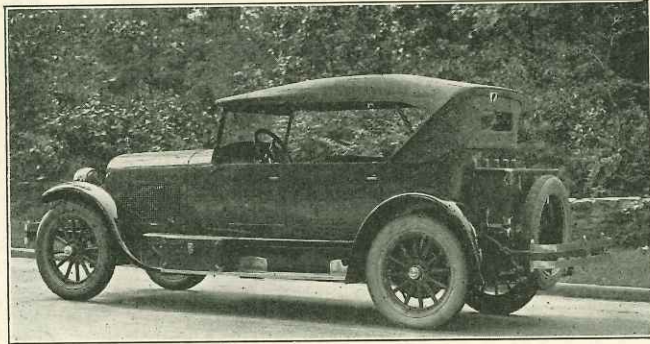
STORAGE BATTERIES

LAMPS

Car	Year	Model	Electric System	STORAGE BATTERIES																				LAMPS															
				Ray	U. S. L.	Bear-Cat	Cole	Utility	Columbia	Eveready	Exide	Gould	Hartford	Philadelphia Grid	Presto-Lite	Titan	Universal	Vesta	Westinghouse	Willard	Wittberbee	Cincinnati	Mariko	Heissler	Base Contact	Head	Side	Rear	Instrument										
																								Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.	Volts	C. P.	Mazda No.				
Sayers & Scoville.	15-16	H & A	Delco	1267	5630	5901	6126	4123	549	215	898	3446	3190	3791	67	1641	430	4589	2180	1520	5056	4816	5357	6-8	20	129													
	17	H & A Tr	Delco	6244	1110	5505	5873	6106	609	215	880	3428	3037	3674	12	1639	362	4504	2113	1516	4973	4755	5210	6-8	20	129													
	18	HA		6201	1300	5555	5901	6102	4000	609	829	2987	3500		25	1627	429	4550	2011	1504	4953	4795		6-8	20	129													
	19	B		6200	1301	5584	5838	6102	4001	609	886	3421	3190	3500		1641	464	4550	2011	1504	4953	4795		6-8	20	129													
	20			6200	1301	5584	5838	6102	4001	609	886	3421	3190	3500	34	1641	464	4552	2010	1504	4971			6-8	20	129													
Sayers Six Serpents Booth.	21	D P	Delco	6201	1301	5584	5838	6102	4001	609	886	3421	3190	3500	78	1639	454	4594	2011	1504	5062	4836	5224	2-16	11	411	2-16	6	891	2-16	3	671	2-16	3	67				
	15	C	Bijur	6313	1144	5644	5933	6133	4078	565	908	3469	3009	3706	26	1653	458	4546	2141	4450	4958	4795	5266	12-16	21	141	12-16	6	891	12-16	3	671	12-16	3	67				
	16	C-4	West	6215	1170	5545	5833	6102	4002	512	230	829	3423	3193	3564	26	1641	458	4546	2012	1504	4955	4795	5266	6-8	20	129												
	16-17	C-4, D-8	West	6215	1170	5545	5833	6102	4002	512	217	829	3423	3193	3564	26	1641	458	4546	2012	1504	4955	4795	5266	6-8	20	129												
	18	D		6203	1307	5572	5838	6102	4002	511	217	829	3066		26	1641	465	4546	2012	1504			5270	6-8	20	129													
	19	G		6245	1306	5588	5806	6102		614	215	820		3169		1641	444	4564	2013	1504				6-8	20	129													
	20	BA, 40	Remy	6245	1306	5588	5806	6102		614	215	820		3169		1641	444	4564	2013	1504				6-8	20	129													
	21	B-39	Remy	6245	1306	5588	5806	6102		614	215	820		3169		1641	444	4564	2013	1504				6-8	20	129													
Seagrave.	16	F	West	6254	1293			6130	4018		902	3467	3108	3764	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	16-17	T	West	6254	1293			6130	4018		902	3467	3108	3735	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	17	F, T, S	West	6254	1293			6130	4018		902	3467	3108	3765	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	18	F, T, S	West	6254	1293			6130	4018		902	3467	3108	3765	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	19-20	All	West	6294	1350			6130	4018		902	3467	3108	3735	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	20	48, 49	G-D	6242	1335			6109	4017		900		3105					4647	2012		4959			6-8	20	129													
	21			6242	1335			6109	4017		900		3105					4647	2012		4959			6-8	20	129													
Seneca.	17	A	Al-C	6215	1298	5548	5833	6102	4002	512	215	829	3404	3105	3564	26	1641	293	4550	2011	1504	4953	4793	5268	6-8	20	129												
	18	A	Al-C	6201	1300	5555	5831	6102	4002	511	215	829	3404	3105	3500	26	1641	293	4550	2011	1504	4953	4793	5268	6-8	20	129												
	19	H		6212	1300			6102	4002	511	215	829	3404	3105	3500	26	1641	293	4550	2011	1504	4953	4793	5268	6-8	20	129												
Service.	20			6212	1300			6102	4002	511	215	829	3404	3105	3500	26	1641	293	4550	2011	1504	4953	4793	5268	6-8	20	129												
	17	220, 230, 240		6273	1301	5556		6106	4159		217	3405	3117	3681		1627		4506			5001			6-8	20	129													
	17	275, 300		6273	1213	5605		6109	4159		223	3413	3117	3681				4506						6-8	20	129													
	19	76, 101	West	6294	1350			6130	4018		902	3467	3108	3735	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	20	76, 101	West	6294	1350			6130	4018		902	3467	3108	3735	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
Shadwick Signal.	17	F		6243	1317	5584	5841	6106	4005	617		3408	3249	3819		1643		4552	2205	1518			5276	6-8	20	129													
	18	H		6243	1317	5584	5841	6106	4005	617		3408	3249	3819		1643		4552	2205	1518			5276	6-8	20	129													
	19	J		6294	1350			6130	4018		902	3467	3108	3735	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	20	M		6294	1350			6130	4018		902	3467	3108	3735	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
	21	R		6294	1350			6130	4018		902	3467	3108	3735	72	1651	414	4573	2005		5019	4825	5327	6-8	20	129													
Simplex.	14	A-2, B-2, D	Rush	6296	1135	5536	5886	6113	4169	555	222	896	3411	3004	3699	20	1631	381	4515	2135	1518	5027	4763	6-8	27	172	6-8	5	82	3-4	2	62	Spe	cial					
	15	S'plex E	Rush	6296	1135	5536	5886	6113	4169	555	222	896	3411	3004	3699	20	1631	381	4515	2135	1518	5027	4763	6-8	27	172	6-8	5	82	3-4	2	62	Spe	cial					
	16	Crane S-5	Rush	6296	1135	5536	5886	6113	4169	555	222	896	3411	3004	3699	20	1631	381	4515	2135																			

Jordan "Blue Boy" Latest Offering

The "Blue Boy" in "Blue Devil" blue is the characteristic name of a new Jordan four passenger car, which went into production during August. The wheelbase of this model has lengthened to 124½ inches for sporty lowness and the car rides close to the ground. The cushions hug the floor. The general shape of the body is the same as the "Playboy" model as far back as the front seat. A slight curve has been added to the back of the front seat. The



JORDAN FOUR-PASSENGER "BLUE BOY" MODEL

rear of the body is low and does not have the sweeping curve on the back panel that is found in the touring car.

The sides of the body are three-quarters of an inch lower than the touring body and because of the extra 4½ inches added to the wheelbase a liberal door opening is provided.

Upholstery is in dark blue Morocco leather, put on without plaits. A roll is incorporated at the front edge of the cushions, furnishing a support for the knees. Seat cushions are very low, being set right on the floor with just enough pitch to make them unusually comfortable. Long curled hair and Marshall cushion and back spring add to their riding qualities. A heavy strap of tan leather with a distinctive nickel-plated brass buckle, and heavy polished aluminum end brackets serves as a robe strap and adds greatly to the appearance of the interior. There is a wool carpet on the tonneau floor. The foot rest is all brass nickel-plated.

Running boards are covered with black ribbed rubber instead of the conventional linoleum and there are aluminum kick plates to protect the running board filler. The top is of the Golde type, with a polished rust proof frame, and natural wood finished bows. Top material is imported Burbank. Burbank side curtains and slip cover are standard equipment. Curtains and curtain rods are stored in the right front and rear doors, leaving the left rear door free for carrying odds and ends. The top is 2½ inches lower at the sides and 4 inches lower at the rear.

Tires are 32 x 4½ in.; cords, which are oversize for this model. The windshield is silvering quality, plate glass, of one piece construction like that used on the Jordan "Play Boy." There is a new type steering wheel with walnut spokes. Small spark and throttle control are mounted in a small space at the center of the wheel without the conventional aluminum sector.

There is a trunk rack on the rear with a rubber covered platform, and polished cast aluminum bars with blackened grooves. Additional aluminum bars to match are fastened on the back panel of the body. The trunk itself, which is furnished as standard equipment, is covered with black Fabricoid with locks and corner tips of brass, nickel-plated. This trunk

contains two good sized suit cases, with an additional space at the end to carry golf shoes, packages or other articles.

A gasoline gauge showing the exact number of gallons of gas in the tank is mounted on the side of the trunk carrier bracket, right near the filler. Small tools are carried in the left hand front door as on all Jordan models, and the larger tools are stored in a special box mounted on the left hand running board. This box is covered with the same material as the trunk on the rear of the body and has brass nickel-plated locks and corner tips.

Head lights are all brass nickel-plated and are of the new barrel type design. Bumpers are standard equipment front and rear, and there is nickel-plated windshield cleaner. The Blue Boy is listed at \$2,150 f. o. b. Cleveland.

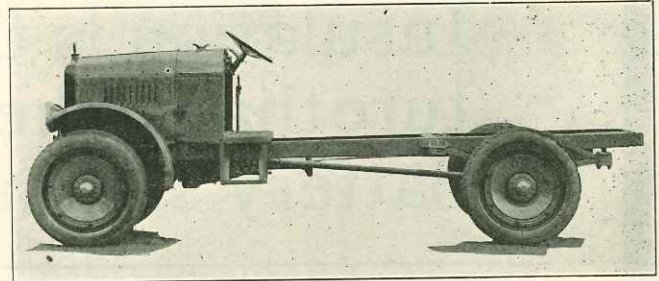
New Indiana Speed Truck Announced

A new Indiana one-ton speed truck, known as the "Highway Express," will make its appearance on the market shortly, according to an announcement just made by the Indiana Truck Corp., Marion, Indiana.

This model will embody several new features in speed truck construction, it is announced. The new job has been under test on the road for several months, and the factory is preparing to swing into quantity production. The wheelbase is 132 in. and the price of the chassis \$1,425.

The rear axle is a spiral bevel drive, semi-floating type. The engine is a special Waukesha, built under the direct supervision of the company, with 3¾ x 5¾ in. cylinders, and a three bearing crankshaft. The bearing dimensions are: Front, 2 x 2¼ in.; rear, 2 x 3 in.; connecting rod bearing, 2 x 2¼ in.; piston pin bearing, 1 x 2 in.

The truck will be equipped with disc steel wheels, and 34 x 5 in. pneumatic tires, all around, and electric lights and starter, which will be standard equipment.



INDIANA SPEED TRUCK CHASSIS

A special designed pressed steel frame is one of the features of the new speed truck. Some unique features in trussing and gusseting have been employed. The frame is of pressed steel construction 5 7/16 in. deep, with 3¼ in. flange.

The spring construction is three-quarter elliptic, both front and rear, the principal feature of which is the arrangement of the leaves, and the elimination of all shackles and ground bolts, no lubrication being necessary. This type of spring is said to be especially advantageous for a speed truck, for it gives added protection to the load, and the drive is through the springs, and the driving strains are carried by a number of main plates instead of one main plate as in the conventional type.

Geo. W. Mason has been appointed works manager of the Maxwell Motor Corp.

A New Battery or An Old One?

Every car owner who prefers a *new battery* to an *old one* is on the side of bone-dry shipment and stocking of batteries, because the battery is kept brand new until prepared for active use.

Willard Threaded Rubber Insulation is the battery feature that makes true bone-dry battery shipment possible.

WILLARD STORAGE BATTERY COMPANY, Cleveland, Ohio
Made in Canada by the Willard Storage Battery Co. of Canada, Limited, Toronto, Ontario

Willard THREADED
RUBBER
BATTERY

List Price of Storage Batteries for Cars From 1915 to 1921

REVISED MONTHLY

HOW TO USE THIS TABLE.—These prices are consumers prices of standard batteries, F.O.B. Home Office. Freight or express charges will have to be added. Weight of battery is given for this purpose. Look in Electrical Specifications Department for name and year of car: Find the serial number under the battery desired; look in this table for that serial number and you will find the battery that will fit that car. Be sure and give the type number and order, or part number, in ordering. Do not pay any attention to serial number, as that is created by us to enable you to find the right battery quickly. Prices here given are taken from the latest price lists we have been able to obtain from manufacturers, and will be submitted to manufacturers each month for revision. This compilation is for the benefit of the trade. We have used every care to give the latest, authentic information, but we do not guarantee the correctness of these prices and cannot be held liable for same.

THE FERGUSON PUBLISHING COMPANY

Serial No	TITAN				Serial No.	TITAN				Serial No.	EXIDE				Serial No.	VESTA				Serial No.	VESTA							
	Type with Terminal January 4, 1922	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.		Type with Terminal January 4, 1922	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.		Price	Type and Cat. No. Prices exclusive of Terminals July 15th 1922 Includes Federal Taxes	Volts	Amperes Hrs. at 5 Hour Rate		Net Wgt., Lbs.	Price	Type & Form No. Subj. to 10% Disc. May 15th, 1922 Including Federal Tax	Volts		Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Type & Form No. Subj. to 10% Disc. May 15th, 1922 Including Federal Tax	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price
1	CGL5-6DW	6	83.2	63	28.00	92	CGL5-12E (B or X)	12	84	114	57.70	169	6XE11-1	12138	12	53.50	260	6DU13W-8	6	36.75	343	6DTU15Y-1155	6	33.20				
2	CGL5-6D (B or X)	6	83.2	63	28.00	93	CTJ26AW	12	52	92	43.80	170	6LXRE9-1	12565	12	63.50	261	6DU19W-21	6	51.8	344	6DTU15Y-1156	6	38.65				
3	CGL5-6J (B or X)	6	83.2	63	28.00	94	CTJ26A (B or X)	12	52	92	43.80	171	3LXRE15-1	13102	6	49.25	262	12CL11Y-32	12	60.30	345	6DTU15W-1158	6	37.60				
4	CGL6-6AW	6	103.7	73	32.00	95	CTJ27AW	12	73	108	52.30	172	3KXD9-1	12152	6	44.50	263	6DU13Y-32	6	35.60	346	6DTU15Y-1160	6	37.35				
5	CGL6-6AZ	6	103.7	73	32.00	96	CTJ27EW	12	73	108	52.30	173	3KXD5-1	12226	6	34.50	264	6DU17Y-34	6	44.35	347	6DTU15W-1164	6	34.10				
6	CGL6-6A (B or X)	6	103.7	73	32.00	97	CTJ27E (B or X)	12	73	108	52.30	174	3KXD7-1	12151	6	37.50	265	6DU15Y-42	6	38.48	348	6DTU15Z-1178	6	38.25				
7	CGL6-6A (B or X)	6	103.7	73	32.00	98	CTJ28A (B or X)	12	94	124	58.60	175	3-XE13-1	12162	6	31.50	266	6DU15W-44	6	40.30	349	6DTU13Y-1179	6	33.20				
8	CSR6-60DW	6	71	53	26.00	99	6CXR7-1 (B or X)	12	45	62	176	3LXRE13-1	12169	6	43.50	267	12DU9Y-46	12	52.75	350	6DTU13Y-1188	6	33.20					
9	CSR6-60DZ	6	71	53	26.00	100	6CXR9-1 (B or X)	12	64	75	181	3KZ-3	11612	6	13.00	268	6DU17Y-51	6	43.90	351	6DTU15W-1189	6	37.20					
10	CSR6-80AW	6	88	64	30.70	101	SH12-35AZ	12	39	73	39.50	182	3LX9-1	12154-61	6	42.30	269	6CL19Y-59	6	45.75	352	6DTU13Y-1191	6	32.85				
11	CSR6-80AZ	6	88	64	30.70	102	SH12-35A (B or X)	12	39	73	39.50	183	3LX13-1	12155-61	6	49.30	270	6DU15W-66	6	40.60	353	6DTU15Y-1196	6	37.00				
12	CSR6-80AY	6	88	64	30.70	103	SH12-35EZ	12	39	73	39.50	184	3LX5-1	12615-61	6	17.50	271	24DU9Y-69	24	98.60	354	6DTU13Y-1199	6	33.1				
13	CSR6-80A (B or X)	6	88	64	30.70	104	SH12-35GZ	12	39	73	39.50	185	3JX11-1	3252-5	6	272	6CL17Y-74	6	35.45	355	6DTU15Y-1203	6	37.3					
14	CSR6-80D (B or X)	6	88	64	30.70	105	SH12-35AZ	12	55	88	47.30	186	3JX13-1	3254-1	6	98	273	6DU13W-78	6	45.65	356	6CL11Y-4	6	42.31				
15	CSR6-100AW	6	105.7	73	35.80	106	SH12-35A (B or X)	12	71	103	53.00	187	3JX13-1	3254-5	6	98	274	6DU17Y-86	6	32.40	357	6CL11W-140	6	42.31				
16	CSR6-100AZ	6	105.7	73	35.80	107	SH12-35EZ	12	88	116	58.70	188	3JX13-1	3256-1	6	98	275	6DU11Y-87	6	45.75	361	6CL11Y-161	6	42.29				
17	CSR6-100A (BorX)	6	105.7	73	35.80	108	SH12-100E (BorX)	12	106	129	62.40	189	3JX15-1	3256-1	6	114	276	6CL19YPA-95	6	40.05	362	6CL13Y-5	6	50.34				
18	CSR6-100DW	6	105.7	73	35.80	109	STH6-12-50Z	12	108	129	62.40	190	3JX15-1	3256-5	6	114	277	6DU15Y-101	6	44.35	363	6CL13W-33	6	50.35				
19	CSR6-100D (BorX)	6	142	88	42.90	110	CPR12-35Z	12	45	80	40.30	191	3JX19-1	3260-1	6	146	278	6DU17Y-103	6	30.55	364	6CL13W-35	6	50.34				
20	CSR6-120AW	6	142	88	42.90	111	CSR16-35AZ	16	8	96	53.80	193	3JX15-2	3328-54	6	146	279	6CTU11Y-172	6	29.95	365	6CL13W-35	6	50.35				
21	CSR6-120AZ	6	142	88	42.90	112	CSR16-50AZ	16	8	96	53.80	193	3JX15-2	3328-54	6	146	280	6CTU11Y-173	6	66.50	366	6CL13Y-79	6	50.34				
22	SR6-160AZ	6	176.5	102	50.10	113	SH18-50GZ	12	39	70	37.90	194	3JX19-2	3332-54	6	146	281	12CL13Y-174	12	78.60	367	6CL13Y-79	6	50.34				
23	SR6-160A (B or X)	6	176.5	102	50.10	114	SH18-50GZ	12	39	70	37.90	195	6JX7-1	3339-05	12	81.5	282	24A5YU-175	24	45.80	368	6CL13W-91	6	50.34				
24	SR6-160D (B or X)	6	176.5	102	50.10	115	18UGL9Z	12	55	128	61.00	196	6JX11-1	3341-3	12	81.5	283	6S19Y-176	6	66.15	369	6CL13Y-93	6	50.34				
25	CGL5-6AW	6	83.2	63	28.00	116	SR24-20AZ	24	24	112	57.80	198	6JX11-1	3341-12	12	98	284	12S13Y-177	12	36.40	370	6DU13Y-147	6	50.34				
26	CGL5-6A (B or X)	6	83.2	63	28.00	117	SR24-20H2	24	24	112	57.80	199	6JX13-1	3342-5	12	98	285	6DU13Z-178	6	31.60	371	6CL13Y-154	6	50.34				
27	CGL6-6D (B or X)	6	103.7	73	32.00	118	24STR7	24	32	126	67.30	200	3PHC	10985-6	6	152	286	6DU11Y-179	6	69.55	372	6CL13Y-169	6	59.38				
28	CGL7-6AW	6	124.3	83	37.90	119	12ES3	24	15	88	55.50	202	3XC-19	12601	6	146	287	24U5SX-180	24	69.55	373	6CL13Y-3	6	59.38				
29	CGL7-6A (B or X)	6	124.3	83	37.90	120	CTJ76A (B or X)	24	15	140	63.70	203	3XC-13	12610	6	146	288	24U5X-181	24	78.95	374	6CL13Y-7	6	59.38				
30	CGL7-6DW	6	124.3	83	37.90	121	CSR6-60AW	24	7	170	81.50	204	6XC9-1	12209	18	65	289	24A5Y-182	24	35.00	375	6CL13Y-41	6	59.38				
31	CGL7-6D (B or X)	6	124.3	83	37.90	122	CSR6-60AZ	6	71	53	26.00	205	3JX-15	4852-4	6	114	290	6CL13Y-183	6	43.70	376	6CL15W-64	6	59.38				
32	CGL8-6AW	6	144	94	41.00	123	CSR6-60A (B or X)	6	71	53	26.00	206	3SMKR 19-1	11701-68	6	65	291	12CL7Y-186	12	45.25	377	6CL15Y-67	6	59.38				
33	CTJ3-AW	6	94	67	31.50	124	SH6-100D (B or X)	6	71	53	26.00	207	6XC9-1	12599	12	64	292	6S19WE-187	6	31.65	378	6CL15Y-75	6	59.38				
34	CTJ3-A (B or X)	6	94	67	31.50	125	SH6-100D (B or X)	6	71	53	26.00	208	6XC9-1	12608	12	75	293	6DU11Y-188	6	35.45	379	6CL15Y-85	6	59.38				
35	CTJ3-DW	6	94	67	31.50	126	CGL6-6DW	6	106	73	35.80	207	6XC9-1	12599	12	64	294	6DU13W-189	6	40.30	380	6CL15Y-134	6	59.38				
36	CTJ3-D (B or X)	6	94	67	31.50	127	CGL5-6AZ	6	83.2	63	28.00	208	9XC7-1	12608	18	75	295	6DU15W-190	6	31.30	381	6CL15Y-1	6	69.46				
37	CTJ3-J (B or X)	6	94	67	31.50	128	CGL5-6AZ	6	83.2	63	28.00	209	15XC5-1	5930-60	30	297	296	6DU11Y-191	6	35.25	382	6CL15Y-6	6	69.46				
38	CTJ4-AW	6	118	77	36.50	129	CPR12-35Z	6	83.2	63	28.00	209	15XC5-1	5930-60	30	297	297	6DU13Y-196	6	53.80	383	6CL15Y-54	6	69.46				
39	CTJ4-AZ	6	118	77	36.50	130	CGL6-6AY	6	103.7	73	32.00	210	3SXX-9	10674-61	6	35	298	12DU9W-197	12	37.70	384	6CL19Y-59	6	45.75				
40	CTJ4-A (B or X)	6	118	77	36.50	131	CGL6-6AU	6	103.7	73	32.00	211	3SXX-13	10675-61	6	49	299	6CL15Y-198	6	31.60	385	6CL19Y-41	6	69.46				
41	CTJ4-D (B or X)	6	118	77	36.50	132	CGL6-6AU	6	103.7	73	32.00	212	6JX14-1	6101-064	18	113	300	6CL15Y-199	6	43.90	386	12CL3Y-124	12	54.90				
42	CTJ4-AW	6	118	77	36.50	133	CGL5-6AU	6	83.2	63	28.00	213	6XC9-1	12597	12	65	301	6DU17Y-200	6	39.75	387	12CL7Y-22	12	58.43				
43	CTJ4-5A (B or X)	6	139	87	40.10	134	CSR6-120A	6	142	88	42.90	214	3XC11-1	12602	6	81.5	302	6DU15Y-201	6	31.60	388	12CL7Y-24	12	58.43				
44	CTJ4-5A (B or X)	6	139	87	40.10	135	SR6 160AD (BX)	6	142	102	50.10	215	3XC13-1	13197	6	98	303	6DU15Y-21										

VESTA Type & Form No. Subj. to 15th, 1922 Including Federal Tax										Amperes Hrs. at 5 Hour Rate Net Wgt., Lbs. Price				EVEREADY Type & Stock No. F.O.B. Indianapolis Ind. June 20th 1922										Amperes Hrs. at 5 Hour Rate Net Wgt., Lbs. Price				EVEREADY Type and Stock No. F.O.B. Indianapolis Ind. June 20th 1922										Amperes Hrs. at 5 Hour Rate Net Wgt., Lbs. Price				GOULD Type and Part No. July 1st, 1922 Prices Include Excise Tax										Amperes Hrs. at 5 Hour Rate Net Wgt., Lbs. Price				U S L Type and Form Prices Include Federal Excise Tax Sept. 15, 1922										Amperes Hrs. at 5 Hour Rate Net Wgt., Lbs. Price			
Serial No.	Type & Form No. Subj. to 15th, 1922 Including Federal Tax	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Type & Stock No. F.O.B. Indianapolis Ind. June 20th 1922	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Type and Stock No. F.O.B. Indianapolis Ind. June 20th 1922	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Type and Part No. July 1st, 1922 Prices Include Excise Tax	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Type and Form Prices Include Federal Excise Tax Sept. 15, 1922	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price																																								
428	6S15W-108	6	54	38.50	525	6S80RC-4	8331-4	6	95	53	27.00	602	24S35HO-1	24	35	118	875	AELR	1863	18	.....	.....	on app	1101	AXB-307X127	6	35	30	21.80																																						
429	6S19Y-10	6	54	46.70	526	6S80RC-5	8331-5	6	95	53	27.00	603	24S35HO-2	24	35	118	876	ASLR	2425	24	.....	.....	on app	1102	AXB-309X127	6	53	36	23.60																																						
430	6S19Y-12	6	54	45.09	527	6S80RC-8	8331-8	6	95	53	28.00	604	24S35HU-1	24	35	118	877	ASLR	2425	24	.....	.....	on app	1103	AXB-309X81E	6	53	36	22.60																																						
431	6S19Y-30	6	54	46.70	528	6S80RC-16	8331-16	6	95	53	28.00	605	24S35HU-2	24	35	118	878	BSL	650	6	50	35	29.20	1104	AXB-311X-81E	6	70	43	25.10																																								
432	6S19Y-72	6	54	45.80	529	6S80RC-25	8331-25	6	95	53	.....	606	24S35HU-7	24	35	121	879	BEL	650	6	50	35	29.80	1105	AXB-311T107	6	70	43	28.20																																							
433	6S19V-B-73	6	54	47.40	530	6S80RLC-18332-1	18332-1	6	95	54	27.00	607	24S35HU-8	24	35	121	880	BSH	650	6	50	35	.....	1106	AXB-311X2C	6	70	43	26.30																																							
434	6S19V-D-77	6	54	47.40	531	6S80RLC-48332-4	48332-4	6	95	54	27.00	608	24S35HU-9	24	35	121	881	BEH	650	6	50	35	.....	1107	AXB-311X267	6	70	43	28.70																																							
435	6S19V-A-168	6	54	47.50	532	6S80RLC-88332-8	88332-8	6	95	54	29.00	609	24S35HU-10	24	35	121	882	BSL	670	6	70	42	32.20	1108	AXB-311X1C	6	70	43	26.30																																								
436	8S15X-D-129	6	54	53.00	533	6S100H-1	8096-1	6	110	60	34.00	610	24S35HU-11	24	35	121	883	BEL	670	6	70	42	32.80	1109	AXB-313X37A	6	90	49	28.60																																								
437	12S7Y-30	12	58	43.30	534	6S100H-8	8096-8	6	110	60	36.00	611	24S35HU-12	24	35	121	884	BSH	670	6	70	42	33.00	1110	AXB-313X2C	6	90	49	28.70																																								
438	12S7Y-50	12	58	43.30	535	6S100H-9	8096-9	6	110	60	36.00	612	24S35HU-13	24	35	121	885	BEH	670	6	70	42	34.40	1111	AXB-313X67	6	90	49	31.10																																								
439	12S7W-138	12	58	45.05	536	6S100HL-18097-1	18097-1	6	110	62	34.00	613	24S35HU-14	24	35	121	886	BSL	695	6	85	50	36.00	1112	AXB-313X68	6	90	49	29.70																																								
440	12S9X-93	12	70	51.50	537	6S100HL-58097-5	58097-5	6	110	62	34.00	614	24S35HU-15	24	35	121	887	BEL	695	6	85	50	36.60	1113	AXB-313X1C	6	90	49	28.70																																								
441	12S9Y-99	12	70	51.90	538	6S100RC-18333-1	18333-1	6	100	60	34.00	615	24S35HU-16	24	35	121	888	BSH	695	6	85	50	37.00	1114	AXB-313X70C	6	90	49	28.70																																								
442	12S9Y-116	12	70	52.90	539	6S100RC-48333-4	48333-4	6	100	60	34.00	616	24S35HU-17	24	35	121	889	BEH	695	6	85	50	37.50	1115	AXB-313X81D	6	90	49	27.50																																								
443	12S11Y-62	12	82	59.00	540	6S100RC-88333-8	88333-8	6	100	60	34.00	617	24S35HU-18	24	35	121	890	BSLA	695	6	85	55	on app	1116	AXB-313D7C	6	90	49	28.70																																								
444	12S11X-135	12	82	60.60	541	6S100RC-23	8333-23	6	110	60	36.00	618	24S35HU-19	24	35	121	891	BELA	695	6	85	55	on app	1117	AXB-313X71C	6	90	49	28.70																																								
445	12S15W-53	12	90	67.90	542	6S100RC-1	8333-1	6	110	60	36.00	619	24S35HU-20	24	35	121	892	BSL	610	6	100	59	39.10	1118	AXB-313X69	6	90	49	29.70																																								
446	16S9X-136	16	90	68.70	543	6S100RC-1	8333-1	6	110	60	36.00	620	24S35HU-21	24	35	121	893	BEL	610	6	100	59	39.70	1119	AXB-313D111C	6	90	49	28.70																																								
447	16S9X-137	16	90	68.70	542	6S100RC-1	8333-1	6	110	60	36.00	621	24S35HU-22	24	35	121	894	BSH	610	6	100	59	40.10	1120	AXB-313X74	6	90	49	30.00																																								
448	18S7W-40	18	85	63.00	543	6S100RC-1	8333-1	6	110	60	36.00	622	24S35HU-23	24	35	121	895	BEH	610	6	100	59	40.60	1121	AXB-313X34A	6	90	49	28.60																																								
449	18DU7V-45	18	102	71.60	544	6S100RC-4	8333-4	6	110	62	34.00	623	24S35HU-24	24	35	121	896	BSL	655	6	130	69	47.20	1122	AXB-313X127	6	90	49	28.50																																								
450	18S9W-170	18	100	74.90	545	6S100RC-4	8333-4	6	110	62	.....	624	24S35HU-25	24	35	121	897	BEL	655	6	130	69	47.80	1123	AXB-313X82D	6	90	49	27.50																																							
451	18DU7U-43	18	100	80.30	546	6S100RC-1	8092-1	6	110	62	.....	625	24S35HU-26	24	35	121	898	BSH	655	6	130	69	48.70	1124	AXB-313D72	6	90	49	29.70																																							
452	24S5X-3	24	8	64.40	545	6GD120S-1	8114-1	6	150	84	46.00	626	24S35HU-27	24	35	121	899	BEH	655	6	130	69	49.20	1125	AXB-312X62C	6	90	49	28.70																																								
453	24S5X-88	24	8	65.00	546	6GD120S-1	8114-1	6	150	84	46.00	627	24S35HU-28	24	35	121	900	BSHH	610	6	100	62	41.60	1126	AXB-313X81E	6	90	49	27.50																																								
454	6DU11Y-15	6	47	31.60	546	6GD120S-24	8114-24	6	150	84	48.00	628	24S35HU-29	24	35	121	901	BELAH	675	6	145	80	52.80	1127	AXB-315X2C	6	106	56	32.40																																								
455	6DU11Y-89	6	47	32.10	547	6GD120SE-5	8115-5	6	150	84	48.00	629	24S35HU-30	24	35	121	902	BSHH	675	6	145	80	.....	1128	AXB-315X67	6	106	56	34.80																																							
456	6DU11Y-102	6	47	31.60	548	6S120H-1	8116-1	6	140	68	41.00	630	24S35HU-31	24	35	121	903	BEHH	675	6	145	80	.....	1129	AXB-315X74	6	106	56	31.20																																							
457	6DU11Y-105	6	47	31.60	549	6S120H-8	8116-8	6	140	68	41.00	631	24S35HU-32	24	35	121	904	BSL	810	8	100	72	on app	1130	AXB-315X81D	6	106	56	32.40																																								
458	6DU11Y-110	6	47	31.60	550	6S120H-9	8116-9	6	140	68	43.00	632	24S35HU-33	24	35	121	905	BEL	810	8	100	72	on app	1131	AXB-315Z82D	6	106	56	31.20																																								
459	6DU11Y-114	6	47	31.60	551	6S120HL-1	8117-1	6	140	70	41.00	633	24S35HU-34	24	35	121	906	GOULD	810	8	100	72	on app	1132	AXB-315Z7C	6	106	56	32.40																																								
460	6DU11Y-115	6	47	31.60	552	6S120R-1	8110-1	6	140	71	41.00	634	24S35HU-35	24	35	121	907	BEH	1235	12	35	58	47.10	1133	AXB-315X54C	6	106	56	32.40																																								
461	6DU11Y-117	6	47	31.60	553	6S120R-4	8110-4	6	140	71	41.00	635	24S35HU-36	24	35	121	908	BSL	1235	12	35	58	47.10	1134	AXB-315X75C	6	106	56	32.40																																								
462	6DU11Y-118	6	47	31.60	554	6S120R-6	8110-6	6	140	71	41.00	636	24S35HU-37	24	35	121	909	BSH	1235	12	35	58	48.10	1135	AXB-319X67	6	144	69	38.50																																								
463	6DU11Y-120	6	47	32.50	555	6S120R-8	8110-8	6	140	71	41.00	637	24S35HU-38	24	35	121	910	BEH	1235	12	35	58	49.60	1136	AXB-319X81E	6	144	69	38.50																																								
464	6DU11Y-128	6	47	31.60	556	6S120R-6	8110-6	6	140	71	41.00	638	24S35HU-39	24	35	121	911	BSL	1250	12	50	70	54.70	1137	AXB-319X82A	6	144	69	39.70																																								
465	6DU11Y-130	6	47	32.50	557	6S120R-8	8110-8	6	140	71	43.00	639	24S35HU-40	24	35	121	912	BSL	1250	12	50	70	55.70	1138	AXB-319X2C	6	144	69	39.70																																								
466	6DU11Y-149	6	47	31.60	558	6S120RL-18111-1	18111-1	6	140	73	41.00	640	24S35HU-41	24	35	121	913	BSH	1250	12	50	70	55.70	1139	AXB-319X71C	6	144	69	39.70																																								
467	6DU11Y-150	6	47	31.60	559	6S160HE-38138-3	38138-3	6	185	82	50.00	641	24S35HU-42	24	35	121	914	BEH	1250	12	50	70	57.20	1140	AXB-319J7C	6	144	69	39.70																																								
468	6DU11Y-155	6	47	32.50	560	6S160HE-48138-4	48138-4	6	185	82	50.00	642	24S35HU-43	24	35	121	915	BEL	1270	12	70	82	63.30	1141	AXB-319S133	6	144	70	39.90																																								
469	6DU11Y-164	6	55	35.60	561	6S160HE-58138-5	58138-5	6	185	82	50.00	643	24S35HU-44	24	35	121	916	BSL	1270	12	70	82	63.30	1142	AXB-607X10A	12	53	57	34.40																																								
470	6DU11Y-166	6	55	35.60	562	6S160HE-58138-5	58138-5	6	185	82	50.00	644	24S35HU-45	24	35	121	917	BEH	1270	12	70	82	63.30	1143	AXB-607X63A	12	53	57	35.50																																								
471	6DU11Y-28	6	55	35.60	563	6S160HE-58138-5	58138-5	6	185	82	50.00	645	24S35HU-46	24	35	121	918	BSH	1270	12	70	82	63.30	1144	AXB-607X96	12																																											

U. S. L. Type and Form Prices Include Federal Excise Tax Sept. 15, 1922										U.S.L. Type and Form Prices Federal Excise Tax Included Sept. 15, 1922										WITHERBEE August 1st 1922 Federal Tax Not Included										UNIVERSAL Type and Assembly Federal Tax Not Included January 10, 1922										WILLARD Including Federal Excise Tax Type and Part No. July 1, 1922 F.O.B. Cleveland									
Serial No.	U. S. L. Type and Form Prices Include Federal Excise Tax Sept. 15, 1922	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	U.S.L. Type and Form Prices Federal Excise Tax Included Sept. 15, 1922	Volts	Amper. Hrs. at Same Rate	Weight	Price	Serial No.	WITHERBEE August 1st 1922 Federal Tax Not Included	Volts	Amperes for 20 minutes	Net Wgt., Lbs.	Price	Serial No.	UNIVERSAL Type and Assembly Federal Tax Not Included January 10, 1922	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt. Lbs.	Price	Serial No.	WILLARD Including Federal Excise Tax Type and Part No. July 1, 1922 F.O.B. Cleveland	Volts	Amperes Hrs. at 5 Hour Rate	Price																					
1211	CDX-313Z37A	6	106	50	28.15	1324	HDX-313Z82D	6	117	54 1/2	28.80	1577	9R-11-S	18	80	125	67.00	1687	MS-617B	6	105	42.80	2020	42.80	2020	SJW3-71501-Q582-Q584	6	90	31.95																				
1212	CDX-313X91	6	106	50	27.05	1325	HDX-313X67	6	117	54 1/2	32.40	1578	9R-11-E	18	80	125	67.00	1688	BS-615J	6	105	47.50																											
1213	CDX-315X81E	6	126	56 1/2	31.00	1326	HDX-315X62C	6	117	54 1/2	30.00	1579	9H-11-S	18	80	125	67.00	1689	BS-611B	6	105	32.50																											
1214	CDX-315D82D	6	126	56 1/2	32.00	1327	HDX-313Z7C	6	117	54 1/2	33.00	1580	9H-11-E	18	80	125	67.00	1690	LS-127N2	12	120	43.00	2021	43.00	2021	SJRW-70521-Q133	6	111	38.05																				
1215	CDX-315X53C	6	126	56 1/2	32.20	1328	HDX-313X1C	6	117	54 1/2	33.00	1581	12R-5-S	24	32	90	61.00	1691	LS-129N2	12	120	50.00																											
1216	CDX-315X81D	6	126	56 1/2	31.00	1329	HDX-313Z114C	6	117	54 1/2	33.00	1582	12R-5-E	24	32	90	61.00	1692	LS-1211N2	12	120	57.00	2021	57.00	2021	SJW3-71521-Q133	6	111	31.95																				
1217	CDX-315X2C	6	126	56 1/2	32.20	1330	HDX-313X71C	6	117	54 1/2	33.00	1583	12H-5-S	24	32	90	61.00	1693	MS-129N2	12	120	52.00																											
1218	CDX-315X7C	6	126	56 1/2	34.01	1331	HDX-313Z82E	6	117	54 1/2	28.80	1584	12H-5-E	24	32	90	61.00	1694	MS-1211N2	12	120	60.00	2022	60.00	2022	SJRW-70521-Q213-Q212	6	90	38.05																				
1219	CDX-315X1C	6	126	56 1/2	32.20	1332	HDX-313X68	6	117	54 1/2	34.01	1585	12R-7-S	24	48	105	65.00	1695	BS-129B	12	120	63.00																											
1220	CDX-315D37A	6	126	56 1/2	33.15	1333	HDX-315X2C	6	142	61 1/2	35.20	1586	12R-7-E	24	48	105	65.00	1696	HS-127N2	12	120	47.00	2022	47.00	2022	SJW3-71521-Q213-Q212	6	90	31.95																				
1221	CDX-607X116D	12	43	63	33.20	1334	HDX-315X81D	6	142	61 1/2	34.00	1587	12H-7-S	24	48	105	65.00	1697	HS-127N3	12	120	47.00																											
1222	CDX-607X10A	12	43	63	32.90	1335	HDX-315X81E	6	142	61 1/2	34.00	1588	12H-7-E	24	48	105	65.00	1698	HS-1213B	12	120	69.00	2023	69.00	2023	SJRW-70521-Q78-Q79	6	90	38.05																				
1223	CDX-607X116D	12	43	63	31.75	1336	HDX-315X71C	6	142	61 1/2	35.20	1589	12R-9-S	24	64	146	73.00	1699	HS-1215N2	12	120	76.00	2023	76.00	2023	SJW3-71521-Q78-Q79	6	90	31.95																				
1224	CDX-607X41F	12	43	63	32.85	1337	HDX-317X36A	6	166	69	40.00	1590	12R-9-E	24	64	146	73.00	1700	NS-129B	12	120	50.50	2024	50.50	2024	SJRW-70549-Q581-Q583	6	90	38.05																				
1225	CDX-607X12A	12	43	63	34.05	1338	HDX-317X81D	6	166	69	39.60	1591	12H-9-S	24	64	146	73.00	1701	NS-129N3	12	120	51.20																											
1226	CDX-607C118A	12	43	63	34.95	1339	HDX-317X2C	6	166	69	40.00	1592	12H-9-E	24	64	146	73.00	1702	LS-167B	16	150	57.00	2024	57.00	2024	SJW3-71549-Q581-Q583	6	90	31.95																				
1227	CDX-607X63A	12	43	63	34.05	1340	HDX-317Z82D	6	166	69	41.60	1593	6L-7-S-T	12	57	63	37.00	1703	LS-169B	16	150	68.00																											
1228	CDX-607C16A	12	43	63	35.05	1341	HDX-317X81E	6	166	69	39.60	1594	6R-7-S-T	12	48	58	37.00	1704	LS-1611B	16	150	77.00	2025	77.00	2025	SJRW-70522-Q77-Q78	6	90	38.05																				
1229	CDX-607Z43A	12	43	63	34.85	1342	HDX-317E5C	6	166	69	42.80	1595	3L-13	6	114	55	28.00	1705	HS-167B	16	150	69.00	2026	69.00	2026	SJRW-70601-Q213-Q214	6	111	44.00																				
1230	CDX-607X59A	12	43	63	32.90	1343	HDX-317Z82E	6	166	69	41.60	1596	8R-9-S-T	16	64	90	57.00	1706	HS-167N4	16	150	70.00	2026	70.00	2026	SJW4-71601-Q213-Q214	6	111	36.70																				
1231	CDG-607B-Spec	12	32	32 1/2	onap.	1344	HDX-609X41F	12	70	84 1/2	45.80	1597	WLS-12-20	12	16	48	76	51.00	1707	HS-169B	16	150	81.00	2027	81.00	2027	SJRW-70601-Q213-Q212	6	111	44.00																			
1232	CDX-609X116D	12	63	78	42.25	1345	HDX-611X10A	12	92	100 1/2	53.75	1598	8R-7-S-T	16	48	80	44	26.00	1708	HS-169N4	16	150	70.00																										
1233	CDX-609X132D	12	63	78	42.55	1346	HDX-611X116D	12	92	100 1/2	52.60	1599	3H-11	24	6	80	44	26.00	1709	HS-1611B	16	150	81.00	2027	81.00	2027	SJRW-70601-Q213-Q212	6	111	44.00																			
1234	CDX-609X99A	12	63	78	44.45	1347	HDX-611X116E	12	92	100 1/2	52.60	1600	12R-5-S-T	24	32	90	61.00	1710	LS-187B	18	180	64.00	2027	64.00	2027	SJW4-71601-Q213-Q212	6	111	36.70																				
1235	CDX-609X81D	12	63	78	42.25	1348	K-1203	24	12	69	50.60	1601	6R-9-S-T	12	61	70	40.00	1711	HS-187N3	18	180	77.00	2028	77.00	2028	SJRW-70601-Q133-Q133	6	111	44.00																				
1236	CDX-609E66A	12	63	78	44.45	1349	K-1503	24	12	112	62.80	1602	6R-11-S-T	12	80	82	50.00	1712	HS-189B	18	180	88.00	2028	88.00	2028	SJRW-70601-Q133-Q133	6	111	44.00																				
1237	CDX-609Z20C	12	63	78	43.45	1350	QA-313C81D	6	120	96	51.80	1603	3R-15-J	6	112	56	36.00	1713	HS-189N3	18	180	75.00	2028	75.00	2028	SJW4-71601-Q133-Q133	6	111	36.70																				
1238	CDX-609Z110A	12	63	78	43.65	1351	QA-313C81E	6	120	96	51.80	1604	WLS-24-50	24	8	112	80	44	26.00	1714	HS-1811N3	18	180	75.00	2028	75.00	2028	SJW4-71601-Q133-Q133	6	111	36.70																		
1239	CDX-609Z119A	12	63	78	43.35	1352	CN-311-X												1715	NS-189N3	18	180	72.50	2029	72.50	2029	SJRW-70601-Q582-Q584	6	111	44.00																			
1240	CDX-611A18A	12	84	93	50.15														1716	LS-247B	24	240	74.00																										
1241	CDX-611X59A	12	84	93	50.15														1717	HS-245N6	24	240	72.00	2031	72.00	2031	SJRW-70601-Q586-Q588	6	111	44.00																			
1242	CDX-611Z100A	12	84	93	50.40														1718	HS-247B	24	240	103.00	2031	103.00	2031	SJW4-71601-Q586-Q588	6	111	36.70																			
1243	CDX-611X116J	12	84	93	49.00														1719	HS-247N6	24	240	66.00	2032	66.00	2032	SJRW-70601-Q581-Q583	6	111	44.00																			
1244	DA-313A82E	6	150	82	52.00														1720	MS-245-Spec	24	240	44.20	2032	44.20	2032	SJW4-71601-Q581-Q583	6	111	36.70																			
1245	DA-313A89	6	150	82	54.20														1721	MS-245N6	24	240	35.00	2032	35.00	2032	SJW4-71601-Q581-Q583	6	111	44.00																			
1246	EDC-909	18	53	105	61.00														1722	MS-249B	24	240	43.00	2033	43.00	2033	SJW4-71601-Q93-Q93	6	111	44.00																			
1247	EL-007D	12	29	54															1723	NS-247B	24	240	35.00	2033	35.00	2033	SJRW-70601-Q93-Q93	6	111	44.00																			
1248	EL-1207	24	29	105	66.00	1500	3R-11-S	6	80	44	26.00	1614	3L-17-J	6	152	68	43.00	1724	VI-243N6	6	150	90.00	2032	90.00	2032	SJRW-70601-Q581-Q583	6	111	36.70																				
1249	F-311B67	6	70	43	30.15	1501	3R-11-E	6	80	44	26.00	1615	3H-19-Cad.	6	144	72	47.00	1725	LS-305B	30	300	42.00	2032	42.00	2032	SJW4-71601-Q581-Q583	6	111	44.00																				
1250	F-311B108A	6	70	43	27.65	1502	3H-11-S	6	80	44	26.00	1616	3L-19-S	6	171	77	47.00	1726	LS-619-Spec	6	150	32.00	2032	32.00	2032	SJW4-71601-Q581-Q583	6	111	36.70																				
1251	F-311B2A	6	70	43	27.65	1503	3H-11-E	6	80	44	26.00	1617	3L-19-E	6	171	77	47.00	1727	LS-611B	6	150	35.00	2033	35.00	2033	SJRW-70601-Q93-Q93	6	111	44.00																				
1252	F-311H6A	6	70	43	27.65	1504	3L-11-S	6	95	47	21.00								1728	AS-613B	6	150	41.00	2033	41.00	2033	SJRW-71601-Q93-Q93	6	111	44.00																			
1253	F-313B2A	6	90	49	30.25	1505	3L-11-E	6	95	47	24.00								1729	AS-615J	6	150	60.00	2033	60.00	2033	SJW4-71601-Q93-Q93	6	111	44.00																			
1254	F-313B2C	6	90	49	30.35	1506	3R-13-S	6	96	50	31.00								1730	P.S.-613N	6	150	41.00	2033	41.00	2033	SJW4-71601-Q93-Q93	6	111	44.00																			
1255	F-313B67	6	90	49	32.75	1507	3R-13-E	6	96	50	31.00								1731	LS-1213B	12	120	43.00	2034	43.00	2034	SJRW-70601-Q630-Q631	6	111	44.00																			
1256	F-313B67	6	90	49	32.85	1508	3H-13-S	6	96	50	31.00								1732	AS																													

Serial No.	WILLARD Including Federal Excise Tax Type and Part No. July 1, 1922 F. O. B. Cleveland, O.	Volts	Amperes Hrs. at 5 Hour Rate	Price	Serial No.	WILLARD Including Federal Excise Tax Type and Part No. July 1, 1922 F. O. B. Cleveland, O.	Volts	Amperes Hrs. at 5 Hour Rate	Price	Serial No.	WILLARD Including Federal Excise Tax Type and Part No. July 1, 1922 F. O. B. Cleveland, O.	Volts	Amperes Hrs. at 5 Hour Rate	Price	Serial No.	WILLARD Including Federal Excise Tax Type and Part No. July 1, 1922 F. O. B. Cleveland, O.	Volts	Amperes Hrs. at 5 Hour Rate	Price	Serial No.	WILLARD Including Federal Excise Tax Type and Part No. July 1, 1922 F. O. B. Cleveland, O.	Volts	Amperes Hrs. at 5 Hour Rate	Price
2053	SJW5-71721-Q133- Q133	6	132	43.60	2087	SLW3-41503-Q582- Q583	6	79	24.00	2117	SMR4-30601-Q581- Q584	6	84	31.85	2145	SMR26-30313-P17-27 No. 4-P14-28 No. 4 P17-34 No. 4-P14- 36 No. 4	12	37	35.40	2188	SSBR1231 1/2 2400-P19 18 No. 4-P19-18	12	37	50.10
2054	SJR5-70703-Q581- Q584	6	132	52.70	2088	SLR3-40503-Q585- Q588	6	79	28.95	2117	SMW4-31601-Q581- Q584	6	84	27.35	2145	SMW26-31313-P17- 27 No. 4-P14-28- No. 4-P17-34 No. 4 P14-36 No. 4	12	37	30.85	2189	SSBR123 1/2-2201-P19 -21 No. 4-P19-9	12	37	50.10
2054	SJW5-71703-Q581- Q584	6	132	43.60	2088	SLW3-41503-Q585- Q588	6	79	24.00	2118	SMR4-30601-Q586- Q588	6	84	31.85	2145	SMW26-31313-P17- 27 No. 4-P14-28- No. 4-P17-34 No. 4 P14-36 No. 4	12	37	30.85	2190	SSBR123 1/2-2307-P19 14 1/2 No. 4-P19- 19 1/2 No. 4	12	37	50.10
2055	SJR5-70703-Q133- Q133	6	132	52.70	2089	SLR3-40503-Q581- Q584	6	79	28.95	2119	SMR4-30601-Q133- Q133	6	84	27.35	2146	SMR27-30411-P13- 18 No. 4	12	52	61.00	2191	SSBR125-2301-P13- 18 No. 4-P13-18 No. 4-P13-12 No. 4-P13 12 No. 4	12	52	61.00
2055	SJW5-71703-Q133- Q133	6	132	43.60	2089	SLW3-41503-Q581- Q584	6	79	24.00	2119	SMW4-31601-Q133- Q133	6	84	31.85	2146	SMW27-31411-P13- 18 No. 4	12	52	50.65	2192	SSBR125-2301-P13- 18 No. 4-P13-30	12	52	61.00
2056	SJR6-70801-Q213- Q212	6	153	59.00	2090	SLR3-40503-Q586- Q588	6	79	28.95	2120	SMR4-30623-Q213- Q212	6	84	31.85	2147	SMR27-30411-Q133- Q133	12	52	61.00	2193	NSSBR125-2295-P13 18 No. 4-P13-27	12	52	.....
2056	SJW6-71801-Q213- Q212	6	153	48.60	2091	SLR3-40503-Q630- Q631	6	79	28.95	2120	SMW4-31623-Q213- Q212	6	84	27.35	2147	SMW27-31411-Q133- Q133	12	52	50.65	2194	SSBR126-2298-P13- 11 1/2 No. 4-P13- 21 1/2	12	67	70.90
2057	SJR6-70801-Q133- Q133	6	153	59.00	2091	SLW3-41503-Q630- Q631	6	79	24.00	2121	SMR4-30623-Q582- Q584	6	84	31.85	2148	SMR27-30431-Q77- Q80	12	52	61.00	2195	SSBR128-2302-Q581- Q583	12	84	80.75
2057	SJW6-71801-Q133- Q133	6	153	48.60	2092	SLR3-40503-Q213- Q212	6	79	28.95	2121	SMW4-31623-Q582- Q584	6	84	27.35	2148	SMW27-31431-Q77- Q80	12	52	50.65	2196	SSBR128-2302-Q581- Q583	12	84	80.75
2058	SJR6-70821-Q133- Q133	6	153	59.00	2092	SLW3-41503-Q213- Q212	6	79	24.00	2122	SMR4-30623-Q584- Q583	6	84	31.85	2149	SMR28-30513-Q77- Q80	12	67	70.90	2196	SSBR1210-2401-P12- 9 No. 4-P12-9	12	101	91.70
2058	SJW6-71821-Q133- Q133	6	153	48.60	2094	SLR3-40522-Q133- Q133	6	79	28.95	2122	SMW4-31623-Q584- Q583	6	84	27.35	2149	SMW28-31513-Q77- Q80	12	67	58.15	2197	SSBR1210-2401- Q581-Q583	12	101	91.70
2059	SJR6-70821-Q213- Q212	6	153	59.00	2094	SLW3-41522-Q133- Q133	6	79	24.00	2123	SMR4-30623-P12-9 No. 2-P12-53 No. 2	6	84	31.85	2150	SMR28-30513-P13- 18 No. 4	12	67	70.90	2198	SSBR1831-42297-P19- 30 No. 4-P19-30	18	37	72.75
2059	SJW6-71821-Q213- Q212	6	153	48.60	2095	SLR3-40522-Q581- Q584	6	79	28.95	2123	SMW4-31623-P12-9 No. 2-P12-53 No. 2	6	84	27.35	2150	SMW28-31513-P13- 18 No. 4	12	67	58.15	2199	SSBR185-2306-P13- 12 No. 4-P13-30	18	52	90.45
2060	SJR6-340-Q114-Q116	6	153	59.00	2095	SLW3-41522-Q581- Q584	6	79	24.00	2124	SMR4-30603-Q581- Q584	6	84	31.85	2151	SMR29-30615-Q582- Q583	12	84	80.75	2200	SSBR186-2308-P13- 12 No. 4-P13-30	18	67	103.95
2061	SJR26-2625-Q73-Q76	12	49	.....	2096	SLR3-2315-Q585- Q588	6	79	28.95	2124	SMW4-31603-Q581- Q584	6	84	27.35	2151	SMW29-31615-Q582- Q583	12	84	80.75	2201	SSBR242-2294-P20- 18 No. 6-P20-18	24	22	74.05
2061	SJW26-2623-Q73-Q76	12	49	.....	2096	SLW3-2314-Q585- Q588	6	79	24.00	2125	SMR4-30603-P12-13 No. 4-P12-8 No. 4	6	84	31.85	2152	SMW29-31613-Q581- Q584	12	84	80.75	2202	STRN1-5422-Q152- Q154	6	57	37.55
2062	SJR26-2625-Q118- Q121	12	49	.....	2097	SLR4-40601-Q586- Q588	6	98	34.30	2126	SMR4-30606-Q581- Q584	6	84	31.85	2153	SMW29-31613-Q581- Q584	12	84	80.75	2203	STRN2-5424-Q187- Q133	6	80	47.70
2062	SJW26-2623-Q118- Q121	12	49	.....	2097	SLW4-41601-Q586- Q588	6	98	29.25	2127	SMR5-30701-P12-18 No. 2	6	101	47.00	2153	SMR30-30714-P12-18 No. 4	12	101	91.70	2204	STRN2-5424-Q213- Q212	6	80	47.70
2063	SJR26-2625-Q138- Q138	12	49	.....	2098	SLR4-40601-Q133- Q133	6	98	34.30	2127	SMW5-31701-P12-18 No. 2	6	101	38.10	2154	SMR37-30362-P14-18 No. 4-P17-18 No. 4	16	37	66.00	2205	STRN3-5426-Q187- Q133	6	104	58.10
2063	SJW26-2623-Q138- Q138	12	49	.....	2098	SLW4-41601-Q133- Q133	6	98	29.25	2128	SMR5-30701-Q582- Q584	6	101	47.00	2155	SMR37-30362-P14-18 No. 4-P17-18 No. 4	16	37	66.00	2206	STRN4-5428-Q187- Q133	6	128	68.30
2064	SJR26-2625-Q73-Q76	12	49	.....	2099	SLR4-40601-P12-15- No. 2-P12-15 No. 2	6	98	34.30	2128	SMW5-31701-Q582- Q584	6	101	38.10	2156	SMR37-30362-P14- 18 No. 4-P17-18 No. 4	16	37	66.00	2207	STRN4-5428-Q213- Q212	6	128	68.30
2064	SJW26-2623-Q73-Q76	12	49	.....	2099	SLW4-41601-P12-15- No. 2-P12-15 No. 2	6	98	29.25	2129	SMW5-31701-P12- 18 No. 4-P17-18 No. 4	6	101	47.00	2157	SMR38-30462-P13-18 No. 4	16	52	81.20	2208	SXR3-385Q133-Q133	6	79	34.70
2065	SJR26-2625-Q73-Q75	12	49	.....	2100	SLR4-40601-Q78-Q80	6	98	34.30	2129	SMR5-30701-P12- 18 No. 4-P17-18 No. 4	6	101	38.10	2158	SMR39-30562-P13- 65 1/2 No. 2-P13- 44 1/2 No. 2	16	52	81.20	2209	SXR3-385-Q77-Q80	6	79	34.70
2065	SJW26-2623-Q73-Q75	12	49	.....	2100	SLW4-41601-Q78- Q80	6	98	29.25	2130	SMW5-31701-P12- 18 No. 4-P17-18 No. 4	6	101	47.00	2159	SMR39-30562-P13- 65 1/2 No. 2-P13- 44 1/2 No. 2	16	52	81.20	2210	SXR3-2173-Q133- Q133	12	43	47.00
2066	SJR26-2625-Q73- Q74-Q75-Q76	12	49	.....	2101	SLR4-40601-Q582- Q584	6	98	34.30	2131	SMW5-31701-Q133	6	101	38.10	2160	SMR76-30273-P15-18 No. 6-P18-18 No. 6	16	67	94.35	2211	SXR26-395-Q73-Q76	12	43	47.00
2066	SJW26-2623-Q73- Q74-Q75-Q76	12	49	.....	2101	SLW4-41601-Q582- Q584	6	98	29.25	2131	SMW5-31721-Q131	6	101	47.00	2160	SMR76-30273-P15-18 No. 8-P18-18 No. 8	24	22	74.05	2212	SXR26-395-Q138- Q138	12	43	47.00
2067	SJR26-2637-2-Q73- 2-Q76	12	49	.....	2102	SLR4-40601-Q582- Q584	6	98	34.30	2132	SMW5-31721-Q581- Q584	6	101	38.10	2161	SMR82-30274-P15-18 No. 6-P20-11 No. 6	24	22	87.90	2213	SXR26-815-Q74-Q75	12	43	47.00
2067	SJW26-2652-2-Q73- 2-Q76	12	49	.....	2102	SLW4-41601-Q582- Q584	6	98	29.25	2132	SMW5-31721-Q581- Q584	6	101	47.00	2162	PDSR4-18-2656-P19- 26-4P19-32 No. 4	18	44	81.05	2214	SXR77-2015-Q159- Q162	24	.....	79.10
2068	SJR27-70411-Q133- Q133	12	69	66.35	2103	SLR4-40623-Q139- Q587	6	98	34.30	2133	SMW5-31702-Q582- Q584	6	101	38.10	2163	PDSR243-2657-P20- 11 No. 6-P20-7 No. 6-P20- 7	24	31	89.10	2215	SXR26-395-Q73-Q76	12	43	47.00
2068	SJW27-71411-Q133- Q133	12	69	56.15	2103	SLW4-41623-Q139- Q587	6	98	29.25	2134	SMR7-30901-P12-1													

PHILADELPHIA DIA'M'D GRID Type & Part No. Includes Federal Excise Tax Prices without Tax June 15th 1922										PHILADELPHIA DIA'M'D GRID Type & Part No. Includes Federal Excise Tax Prices without Tax June 15th 1922										PHILADELPHIA DIA'M'D GRID Type & Part No. Includes Federal Excise Tax Prices without Tax June 15th 1922										HARTFORD January 10, 1922 Do not Include Excise Tax Type										PREST-O-LITE Type and Replacement No.										PREST-O-LITE Type and Replacement No.									
Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. Usual	Net Wgt., Lbs.	Price																				
2985	116L-A	6	60	44	24.00	3096	712LM-E-1	12	35	67	34.00	3209	136LS-A-9	6	120	55	34.00	3458	6A11FZ	12	90	70	49.50	3569	611RHN	6	16	45	24.75	611RHN	2051	6	16	45	24.75	611RHN	2051	6	16	45	24.75																		
2986	116L-A-2	6	60	44	24.00	3097	912LM-A-1 6 &	12	50	81	51.50	3210	136LS-A-15	6	120	55	34.00	3459	6A11L	12	90	70	49.50	3570	611RHN	2054	6	16	45	24.75	611RHN	2054	6	16	45	24.75	611RHN	2054	6	16	45	24.75																	
2987	136L-A	6	67	50	29.00	3098	912LM-E-1	12	50	81	51.50	3211	136LS-A-16	6	120	55	34.00	3460	6A11LR	12	90	70	49.50	3571	611RHN	2054	6	16	45	24.75	611RHN	2054	6	16	45	24.75	611RHN	2054	6	16	45	24.75																	
2988	136L-A-5	6	67	50	29.00	3099	912LM-E-5 6 &	12	50	81	51.50	3212	136LS-A-17	6	120	55	34.00	3461	6A11LUR	12	90	70	49.50	3572	611RHN-2	2061	6	16	45	24.75	611RHN-2	2061	6	16	45	24.75	611RHN-2	2061	6	16	45	24.75																	
2989	136L-A-8	6	67	50	29.00	3100	112LM-A-1	12	70	95	60.70	3213	136LS-A-18	6	120	55	34.00	3462	6A11LUZ	12	90	70	49.50	3573	611RHN-2	2062	6	16	45	24.75	611RHN-2	2062	6	16	45	24.75	611RHN-2	2062	6	16	45	24.75																	
2990	136L-A-11	6	67	50	29.00	3101	112LM-A-2	12	70	95	60.70	3214	136LS-A-21	6	120	55	34.00	3463	6A11LV	12	90	70	49.50	3574	611RHN-2	2063	6	16	45	24.75	611RHN-2	2063	6	16	45	24.75	611RHN-2	2063	6	16	45	24.75																	
2991	136L-A-2	6	67	50	29.00	3102	112LM-E-1	12	70	95	60.70	3215	136LS-A-22	6	120	55	34.00	3464	6A11LYR	12	90	70	49.50	3575	611RHN-2	2064	6	16	45	24.75	611RHN-2	2064	6	16	45	24.75	611RHN-2	2064	6	16	45	24.75																	
2992	136L-D	6	67	50	29.00	3103	112LM-E-2	12	70	95	60.70	3216	136LS-A-25	6	120	55	34.00	3465	6A11LYV	12	90	70	49.50	3576	611RHN-2	2065	6	16	45	24.75	611RHN-2	2065	6	16	45	24.75	611RHN-2	2065	6	16	45	24.75																	
2993	136L-D-4	6	67	50	29.00	3104	116L-A-1	6	100	42	33.30	3217	W-156-LS-A	6	145	63	41.50	3466	6A11LYW	12	90	70	49.50	3577	611RHN-2	2066	6	16	45	24.75	611RHN-2	2066	6	16	45	24.75	611RHN-2	2066	6	16	45	24.75																	
2994	136L-D-7	6	67	50	29.00	3105	116L-A-6	6	100	42	33.30	3218	156-LS-A	6	145	63	41.50	3467	6A11LYZ	12	90	70	49.50	3578	613RHN	2100	6	20	52	29.00	613RHN	2101	6	20	52	29.00	613RHN	2101	6	20	52	29.00																	
2995	136L-D-6	6	67	50	29.00	3106	116L-A-8	6	100	42	33.30	3219	156-LS-A-2	6	145	63	41.50	3468	6A11LZ	12	90	70	49.50	3579	613RHN	2102	6	20	52	29.00	613RHN	2102	6	20	52	29.00	613RHN	2102	6	20	52	29.00																	
2996	156L-A	6	95	56	38.00	3107	156L-A-1	6	150	80	42.70	3220	156-LS-A-7	6	145	63	41.50	3469	6B7KR	12	60	60	39.00	3580	613RHN	2103	6	20	52	29.00	613RHN	2103	6	20	52	29.00	613RHN	2103	6	20	52	29.00																	
2997	156L-A-7	6	95	56	38.00	3108	156L-A-4	6	150	80	42.70	3221	X-176-LS-A	6	165	70	44.00	3470	6B7KV	12	60	60	39.00	3581	613RHN	2104	6	20	52	29.00	613RHN	2104	6	20	52	29.00	613RHN	2104	6	20	52	29.00																	
2998	156L-A-9	6	95	56	38.00	3109	156L-G-1	6	150	80	42.70	3222	W-712-LS-A	12	55	64	39.00	3471	6B7KW	12	60	60	39.00	3582	613RHN	2105	6	20	52	29.00	613RHN	2105	6	20	52	29.00	613RHN	2105	6	20	52	29.00																	
2999	156L-A-11	6	95	56	38.00	3110	156L-G-2	6	150	80	42.70	3223	712-LS-A	12	55	64	39.00	3472	6B7KZ	12	60	60	39.00	3583	613RHN	2106	6	20	52	29.00	613RHN	2106	6	20	52	29.00	613RHN	2106	6	20	52	29.00																	
3000	156L-A-12	6	95	56	38.00	3111	912L-G-1 6 &	12	70	98	52.70	3224	712-LS-A-5	12	55	64	39.00	3473	6B7L	12	60	60	40.00	3584	613RHN	2107	6	20	52	29.00	613RHN	2107	6	20	52	29.00	613RHN	2107	6	20	52	29.00																	
3001	156L-A-10	6	95	56	38.00	3112	330A-A-1	30	15	100	3225	712-LS-A-6	12	55	64	39.00	3474	6B7LUV	12	60	60	40.00	3585	613RHN	2108	6	20	52	29.00	613RHN	2108	6	20	52	29.00	613RHN	2108	6	20	52	29.00																	
3002	156L-D	6	95	56	38.00	3113	524STD-H-2	24	15	68	3226	712-LS-A-7	12	55	64	39.00	3475	6B7LV	12	60	60	40.00	3586	613RHN	2109	6	20	52	29.00	613RHN	2109	6	20	52	29.00	613RHN	2109	6	20	52	29.00																	
3003	196L-A	6	130	70	46.40	3114	718STD-A	18	40	96	3227	712-LS-A-8	12	55	64	39.00	3476	6B7LYZ	12	60	60	40.00	3587	613RHN	2110	6	20	52	29.00	613RHN	2110	6	20	52	29.00	613RHN	2110	6	20	52	29.00																	
3004	196L-A-4	6	130	70	46.40	3115	724LTA-1 12 &	24	25	96	83.90	3228	712-LS-A-11	12	55	64	39.00	3477	6B7MR	12	60	58	41.00	3588	613RHN	2111	6	20	52	29.00	613RHN	2111	6	20	52	29.00	613RHN	2111	6	20	52	29.00																	
3005	196L-A-1	6	130	70	46.40	3116	156L-A-2	6	95	56	38.00	3229	X-912-LS-A	12	80	77	54.50	3478	6C1LR	12	80	72	54.50	3589	613RHN	2112	6	20	52	29.00	613RHN	2112	6	20	52	29.00	613RHN	2112	6	20	52	29.00																	
3006	196L-D	6	130	70	46.40	3117	136L-A-3	6	77	50	29.00	3230	912-LS-A-1 6-	12	80	77	54.50	3479	6C1LYR	12	80	72	54.50	3590	613RHN	2113	6	20	52	29.00	613RHN	2113	6	20	52	29.00	613RHN	2113	6	20	52	29.00																	
3007	236L-D	6	165	84	59.00	3118	X-116-LMD	6	70	48	3231	924-LS-A-1	24	80	150	113.50	3480	6C1LYV	12	80	72	54.50	3591	613RHN	2114	6	20	52	29.00	613RHN	2114	6	20	52	29.00	613RHN	2114	6	20	52	29.00																	
3008	312L-A-3	12	18	46	35.70	3119	V-216-LHA	6	148	77	3232	X-1112-LS-A	12	100	90	63.70	3481	6C1LYZ	12	80	72	54.50	3592	613RHN	2115	6	20	52	29.00	613RHN	2115	6	20	52	29.00	613RHN	2115	6	20	52	29.00																	
3009	712L-A-4	12	30	58	34.00	3120	136-LSF-A-1	6	67	39	3233	1112-LS-A-1	12	100	90	63.70	3482	6C1FYR	12	112	88	66.50	3593	613RHN	2116	6	20	52	29.00	613RHN	2116	6	20	52	29.00	613RHN	2116	6	20	52	29.00																	
3010	712L-A-10	12	30	58	34.00	3121	76-LSF-A-1	6	26	24	3234	1112-LS-A 2	12	100	90	63.70	3483	8A9PR	16	72	87	55.00	3594	613RHN	2117	6	20	52	29.00	613RHN	2117	6	20	52	29.00	613RHN	2117	6	20	52	29.00																	
3011	712L-A-1 6 &	12	30	58	34.00	3122	116-L-A-1	6	60	44	24.00	3235	1112-LS-A 2	12	100	90	63.70	3484	8A9PYR	16	72	87	55.00	3595	613RHN	2118	6	20	52	29.00	613RHN	2118	6	20	52	29.00	613RHN	2118	6	20	52	29.00																	
3012	712L-A-15 6 &	12	30	58	34.00	3123	X-96LMA	6	50	39	3236	X-912-LS-E	12	80	77	54.50	3485	9A7RR	18	54	85	58.00	3596	613RHN	2119	6	20	52	29.00	613RHN	2119	6	20	52	29.00	613RHN	2119	6	20	52	29.00																	
3013	712L-A-9 6 &	12	30	58	34.00	3124	76-LSA	6	60	36	3237	912-LS-E-1	12	80	77	54.50	3486	9C1HR	24	54	95	87.50	3597	613RHN	2120	6	20	52	29.00	613RHN	2120	6	20	52	29.00	613RHN	2120	6	20	52	29.00																	
3014	121L-A-2	12	44	70	51.50	3125	116LM-A-12	6	70	48	24.00	3238	912-LS-E-5 6-	12	80	77	54.50	3487	12AT7Y	24	54	95	87.50	3598	613RHN	2121	6	20	52	29.00	613RHN	2121	6	20	52	29.00	613RHN	2121	6	20	52	29.00																	
3015	121L-A-4	12	44	70	51.50	3126	96-SH	6	75	45	3239	912-LS-E-6	12	80	77	54.50	3488	12AT7TY	24	54	95	87.50	3599	613RHN	2122	6	20	52	29.00	613RHN	2122	6	20	52	29.00	613RHN	2122	6	20	52	29.00																	
3016	121L-E-1	12	44	70	51.50	3127	136L-A-1	6	77	50	29.00	3240	116-LS-J-2	6	100	47	29.00	3489	3B5A	6	25	14.00	3600	613RHN	2123	6	20	52	29.00	613RHN	2123	6	20	52	29.00	613RHN	2123	6	20	52	29.00																	
3017	112L-A-4																																																										

PREST-O-LITE										COLUMBIA BATTERY										WESTINGHOUSE									
Type and Replacement No.										Federal Tax not included										Includes Federal Excise Tax									
June 19, 1922										F. O. B. IndianapolisInd										Type and Part No. August 1st, 1922									
Serial No.	Type and Replacement No.	Volts	Ampere Hrs. at 5 Hour Rate	Weight	Price	Serial No.	Type and Replacement No.	Volts	Ampere Hrs. at 5 Hour Rate	Weight	Price	Serial No.	Type and Replacement No.	Volts	Ampere Hrs. at 5 Hour Rate	Weight	Price	Serial No.	Type and Replacement No.	Volts	Ampere Hrs. at 5 Hour Rate	Weight	Price						
3681	613WHN	3112	6 16.5	41	24.75	3682	613WHN-2	3130	6 16.5	41	26.25	3683	613WHN-2	3131	6 16.5	41	26.25	3684	613WHN-2	3133	6 16.5	41	26.25						
3685	613WHN-2	3134	6 16.5	41	26.25	3686	613WHN-2	3135	6 16.5	41	26.25	3687	613WHN-2	3136	6 16.5	41	26.25	3688	613WHN-2	3140	6 16.5	41	26.25						
3689	613WHN-2	3141	6 16.5	41	26.25	3690	615WHN	3160	6 20	53	33.15	3691	615WHN	3161	6 20	53	33.15	3692	615WHN	3162	6 20	53	33.15						
3693	615WHN	3163	6 20	53	33.15	3694	615WHN	3164	6 20	53	33.15	3695	615WHN	3165	6 20	53	33.15	3696	615WHN-2	3181	6 20	53	33.15						
3697	615WHN-2	3181	6 20	53	33.15	3698	619WHN	3200	6 26.5	69	40.60	3699	619WHN	3201	6 26.5	69	40.60	3700	619WHN	3202	6 26.5	69	40.60						
3701	619WHN	3203	6 26.5	69	40.60	3702	619WHN	3204	6 26.5	69	40.60	3703	619WHN	3211	6 26.5	69	40.60	3704	619WHN	3212	6 26.5	69	40.60						
3705	127WHN	3250	12 7.5	55	32.00	3706	127WHN	3251	12 7.5	55	32.00	3707	127WHN	3252	12 7.5	55	32.00	3708	127WHN	3253	12 7.5	55	32.00						
3709	127WHN	3254	12 7.5	55	32.00	3710	127WHN	3255	12 7.5	55	32.00	3711	127WHN	3256	12 7.5	55	32.00	3712	127WHN	3257	12 7.5	55	32.00						
3713	127WHN	3258	12 7.5	55	32.00	3714	127WHN	3271	12 7.5	55	32.00	3715	127WHN	3272	12 7.5	55	32.00	3716	127WHN	3281	12 7.5	55	32.00						
3717	127WHN	3282	12 7.5	55	32.00	3718	127WHN	3291	12 7.5	55	32.00	3719	127WHN	3292	12 7.5	55	32.00	3720	129WHN	3310	12 10.5	68	44.00						
3721	129WHN	3311	12 10.5	68	44.00	3722	129WHN	3312	12 10.5	68	44.00	3723	129WHN	3313	12 10.5	68	44.00	3724	129WHN	3314	12 10.5	68	44.00						
3725	129WHN	3315	12 10.5	68	44.00	3726	129WHN-3	3331	12 10.5	68	44.00	3727	129WHN-3	3332	12 10.5	68	44.00	3728	129WHN-3	3333	12 10.5	68	44.00						
3729	1211WHN	3350	12 13.5	82	51.30	3730	1211WHN	3351	12 13.5	82	51.30	3731	1211WHN	3352	12 13.5	82	51.30	3732	1211WHN	3353	12 13.5	82	51.30						
3733	1213WHN	3371	12 16.5	96	57.95	3734	1213WHN	3372	12 16.5	96	57.95	3735	1213WHN	3373	12 16.5	96	57.95	3736	1213WHN	3381	12 16.5	96	57.95						
3737	1213WHN	3382	12 16.5	96	57.95	3738	167WHN	3401	16 7.5	72	48.30	3739	167WHN	3402	16 7.5	72	48.30	3740	167WHN	3411	16 7.5	72	48.30						
3741	167WHN	3412	16 7.5	72	48.30	3742	167WHN	3413	16 7.5	72	48.30	3743	169WHN	3431	16 10.5	91	59.50	3744	169WHN	3432	16 10.5	91	59.50						
3745	169WHN	3433	16 10.5	91	59.50	3746	305WHN	3481	30 4.5	100	68.00	3747	305WHN	3482	30 4.5	100	68.00	3748	67WHP	3501	6 7.5	27	18.30						
3749	67WHP	3502	6 4.5	20	14.85	3750	65WHNL	3521	6 4.5	20	14.85	3751	65WHNL	3522	6 4.5	20	14.85	3752	65WHNL	3541	6 10.5	34	21.70						
3753	69WHNL	3541	6 10.5	34	21.70	3754	611BHN	4002	6 21.5	59	34.40	3755	611BHN	4003	6 21.5	59	34.40	3756	611BHN	4004	6 21.5	59	34.40						
3757	611BHN	4006	6 21.5	59	34.40	3758	613BHN	4031	6 26.5	63	38.80	3759	613BHN	4032	6 26.5	63	38.80	3760	613BHN-7	4052	6 26.5	63	38.80						
3761	613BHN-7	4053	6 26.5	63	38.80	3762	613BHN-7	4054	6 26.5	63	38.80	3763	615BHN	4074	6 32	78	43.25	3764	615BHN	4075	6 32	78	43.25						
3765	615BHN	4076	6 32	78	43.25	3766	615BHN	4081	6 32	78	43.25	3767	615BHN-7	4082	6 13.5	41	21.50	3768	611AHS-7	5004	6 13.5	41	21.50						
3769	611AHS-7	5005	6 13.5	41	21.50	3770	611AHS-7	5006	6 13.5	41	21.50	3771	613AHS	5021	6 16.5	48	26.25	3772	613AHS	5022	6 16.5	48	26.25						
3773	613AHS	5023	6 16.5	48	26.25	3774	613AHS	5024	6 16.5	48	26.25	3775	613AHS	5025	6 16.5	48	26.25	3776	613AHS-2	5044	6 16.5	48	26.25						
3777	613AHS-2	5045	6 16.5	48	26.25	3778	613AHS-2	5046	6 16.5	48	26.25	3779	615AHS	5061	6 20	53	33.15	3780	615AHS	5062	6 20	53	33.15						
3781	615AHS	5063	6 20	53	33.15	3782	615AHS	5064	6 20	53	33.15	3783	615AHS-2	5070	6 20	53	33.15	3784	615AHS-2	5071	6 20	53	33.15						
3785	615AHS-2	5072	6 20	53	33.15	3786	615AHS-2	5073	6 20	53	33.15	3787	615AHS-2	5074	6 20	53	33.15	3788	619AHS	5091	6 26.5	69	40.60						
3789	619AHS	5092	6 26.5	69	40.60	3790	619AHS	5093	6 26.5	69	40.60	3791	619AHS	5094	6 26.5	69	40.60	3792	619AHS	5095	6 26.5	69	40.60						
3793	619AHS	5096	6 26.5	69	40.60	3794	619AHS	5097	6 26.5	69	40.60	3795	619AHS	5098	6 26.5	69	40.60	3796	619AHS	5099	6 26.5	69	40.60						
3797	619AHS	5100	6 26.5	69	40.60	3798	619AHS	5101	6 26.5	69	40.60	3799	619AHS	5102	6 26.5	69	40.60	3800	619AHS	5103	6 26.5	69	40.60						
3801	619AHS	5104	6 26.5	69	40.60	3802	619AHS	5105	6 26.5	69	40.60	3803	619AHS	5106	6 26.5	69	40.60	3804	619AHS	5107	6 26.5	69	40.60						
3805	619AHS	5108	6 26.5	69	40.60	3806	619AHS	5109	6 26.5	69	40.60	3807	619AHS	5110	6 26.5	69	40.60	3808	619AHS	5111	6 26.5	69	40.60						
3809	619AHS	5112	6 26.5	69	40.60	3810	619AHS	5113	6 26.5	69	40.60	3811	619AHS	5114	6 26.5	69	40.60	3812	619AHS	5115	6 26.5	69	40.60						
3813	619AHS	5116	6 26.5	69	40.60	3814	619AHS	5117	6 26.5	69	40.60	3815	619AHS	5118	6 26.5	69	40.60	3816	619AHS	5119	6 26.5	69	40.60						
3817	619AHS	5120	6 26.5	69	40.60	3818	619AHS	5121	6 26.5	69	40.60	3819	619AHS	5122	6 26.5	69	40.60	3820	619AHS	5123	6 26.5	69	40.60						
3821	619AHS	5124	6 26.5	69	40.60	3822	619AHS	5125	6 26.5	69	40.60	3823	619AHS	5126	6 26.5	69	40.60	3824	619AHS	5127	6 26.5	69	40.60						
3825	619AHS	5128	6 26.5	69	40.60	3826	619AHS	5129	6 26.5	69	40.60	3827	619AHS	5130	6 26.5	69	40.60	3828	619AHS	5131	6 26.5	69	40.60						
3829	619AHS	5132	6 26.5	69	40.60	3830	619AHS	5133	6 26.5	69	40.60	3831	619AHS	5134	6 26.5	69	40.60	3832	619AHS	5135	6 26.5	69	40.60						
3833	619AHS	5136	6 26.5	69	40.60	3834	619AHS	5137	6 26.5	69	40.60	3835	619AHS	5138	6 26.5	69	40.60	3836	619AHS	5139	6 26.5	69	40.60						
3837	619AHS	5140	6 26.5	69	40.60	3838	619AHS	5141	6 26.5	69	40.60	3839	619AHS	5142	6 26.5	69	40.60	3840	619AHS	5143	6 26.5	69	40.60						
3841	619AHS	5144	6 26.5	69	40.60	3842	619AHS	5145	6 26.5	69	40.60	3843	619AHS	5146	6 26.5	69	40.60	3844	619AHS	5147	6 26.5	69	40.60						
3845	619AHS	5148	6 26.5	69	40.60	3846	619AHS	5149	6 26.5	69	40.60	3847	619AHS	5150	6 26.5	69	40.60	3848	619AHS	5151	6 26.5	69	40.60						
3849	619AHS	5152	6 26.5	69	40.60	3850	619AHS	5153	6 26.5	69	40.60	3851	619AHS	5154	6 26.5	69	40.60	3852	619AHS	5155	6 26.5	69	40.60						
3853	619AHS	5156	6 26.5	69	40.60	3854	619AHS	5157	6 26.5	69	40.60	3855	619AHS	5158	6 26.5	69	40.60	3856	619AHS	5159	6 26.5	69	40.60						
3857	619AHS	5160	6 26.5	69	40.60	3858	619AHS	5161	6 26.5	69	40.60	3859	619AHS	5162	6 26.5	69	40.60	3860	619AHS	5163	6 26.5	69	40.60						
3861	619AHS	5164	6 26.5	69	40.60	3862	619AHS	5165	6 26.5	69	40.60	3863	619AHS	5166	6 26.5	69	40.60	3864	619AHS	5167	6 26.5	69	40.60						
3865	619AHS	5168	6 26.5	69	40.60	3866	619AHS	5169	6 26.5	69	40.60	3867	619AHS	5170	6 26.5	69	40.60	3868	619AHS	5171	6 26.5	69	40.60						
3869	619AHS	5172	6 26.5	69	40.60	3870	619AHS	5173	6 26.5	69	40.60	3871	619AHS	5174	6 26.5	69	40.60	3872	619AHS	5175	6 26.5	69	40.60						
3873	619AHS	5176	6 26.5	69	40.60	3874	619AHS	5177	6 26.5	69	40.60	3875	619AHS	5178	6 26.5	69	40.60	3876	619AHS	5179	6 26.5	69	40.60						
3877	619AHS	5180	6 26.5	69	40.60	3878	619AHS	5181	6 26.5	69	40.60	3879	619AHS	5182	6 26.5	69	40.60	3880	619AHS	5183	6 26.5	69	40.60						
3881	619AHS	5184	6 26.5	69	40.60	3882	619AHS	5185	6 26.5	69	40.60	3883	619AHS	5186	6 26.5	69	40.60	3884	619AHS	5187	6 26.5	69	40.60						
3885	619AHS	5188	6 26.5	69	40.60	3886	619AHS	5189	6 26.5	69	40.60	3887	619AHS	5190	6 26.5	69	40.60	3888	619AHS	5191	6 26.5	69	40.60						
3889	619AHS	5192	6 26.5	69	40.60	3890	619AHS	5193	6 26.5	69	40.60	3891	619AHS	51															

MARKO BATTERY Excise Tax not included July 15th 1922 Type										MARKO BATTERY Excise Tax not included July 15th 1922 Type										CINCINNATI BATTERY Tax Included January 1, 1922 Type and Form										HEISSLER BATTERY Federal Tax Included Dec. 10th, 1921 Type & Assembly										HEISSLER BATTERY Federal Tax Included Dec. 10th, 1921 Type & Assembly									
Serial No.	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs. at 5 Hour Rate	Net Wgt., Lbs.	Price	Serial No.	Volts	Amperes Hrs.	Weight	Price	Serial No.	Volts	Amperes Hrs.	Weight	Price																				
4776	6	100	55	27.00	1889	24U7-4X	24	35	98	68.00	5040	6-C-13-1	6	105.5	59	35.00	5218	AS-37-119	6	100	...	33.44	5332	GE-37-103	6	100	...	33.44																					
4777	6	100	55	27.00	1890	30S5-4X	30	20	125	...	5041	6-C-13-4	6	105.5	59	35.00	5219	AS-37-130	6	100	...	33.44	5333	GE-37-109	6	100	...	33.44																					
4778	6	100	55	27.00	1891	6SL-15	100	59	...	5042	6-C-13-11	6	105.5	59	35.00	5220	AS-37-135	6	100	...	33.44	5334	GE-39-P102	6	130	...	41.40																						
4779	6	100	55	27.00	1892	6SH-17	135	69	39.60	5043	6-C-13-18	6	105.5	59	35.00	5221	AS-39-101	6	130	...	41.40	5335	GE-39-103	6	130	...	41.40																						
4780	6	100	55	27.00	1893	6SX	150	...	5044	6-C-13-20	6	105.5	59	35.00	5222	AS-39-114	6	130	...	41.40	5336	GE-39-P103	6	130	...	41.40																							
4781	6	100	55	27.00	1894	12S5	20	51	...	5045	6-C-13-22	6	105.5	59	35.00	5223	AS-63-137	12	35	...	40.68	5337	GE-39-109	6	130	...	41.40																						
4782	6	115	62	35.80	1895	12SH5	30	54	...	5046	6-C-13-23	6	105.5	59	35.00	5224	AS-63-142	12	35	...	40.68	5338	GE-39-110	6	130	...	41.40																						
4783	6	80	49	27.00	1896	12SH11	80	94	52.00	5047	6-C-13-31	6	105.5	59	35.00	5225	AS-64-102	12	35	...	40.68	5339	GE-63-161	12	35	...	40.68																						
4784	6	80	49	27.00	1897	12SH13	110	110	58.00	5048	6-C-13-40	6	105.5	59	35.00	5226	AS-64-148	12	50	...	47.84	5340	GE-63-163	12	35	...	40.68																						
4785	6	100	57	32.50	1898	12H13	112	112	63.00	5049	6-C-13-51	6	105.5	59	35.00	5227	AS-64-137	12	50	...	47.84	5341	GE-64-162	12	50	...	47.84																						
4786	6	100	57	32.50	1899	12HC11	12	90	106	57.00	5050	6-C-15-4	6	131	63	38.00	5228	AS-64-142	12	70	...	54.53	5343	GE-67-146	12	100	...	64.35																					
4787	6	100	57	32.50	1900	18B9	18	50	100	65.00	5051	6-C-15-20	6	131	63	38.00	5229	AS-66-142	12	85	...	61.07	5344	GE-67-147	12	100	...	64.35																					
4788	6	115	65	37.50	1901	24H7	24	55	145	...	5052	6-C-15-25	6	131	63	38.00	5231	AS-66-152	12	85	...	61.07	5345	GE-93-167	18	35	...	67.50																					
4789	6	115	65	37.50	1902	24B7	24	55	145	...	5053	6-C-15-37	6	131	63	38.00	5232	AS-67-143	12	100	...	64.35	5346	GE-93-168	18	35	...	67.50																					
4790	6	80	50	27.50	...	...	...	...	...	5054	6-C-15-40	6	131	63	38.00	5233	AS-83-165	16	35	...	60.75	5347	GE-93-169	18	35	...	67.50																	
4791	6	135	69	40.00	...	...	...	...	...	5055	6-C-17	6	137.5	70	...	5233	AS-83-166	16	35	...	60.75	5348	GE-95-170	18	70	...	85.50																	
4792	6	70	43	...	...	...	...	...	...	5056	6-C-19-4	6	180	76	44.50	5234	AS-84-165	16	50	...	68.85	5349	GE-122-174	24	20	...	74.75																
4793	6	90	50	28.00	...	...	...	...	...	5057	6-C-19-20	6	180	76	44.50	5235	AS-85-165	16	70	...	74.75	5350	GE-123-178	24	35	...	87.89																	
4794	6	90	50	28.00	...	...	...	...	...	5058	6-C-19-30	6	180	76	44.50	5236	AS-122-176	24	20	...	74.75	5351	GS-35-101	6	70	...	26.69																	
4795	6	90	50	28.00	...	...	...	...	...	5059	6-C-19-31	6	180	76	44.50	5237	AS-152-180	30	20	...	74.75	5352	GS-35-119	6	70	...	26.69																	
4796	6	110	58	33.00	...	...	...	...	...	5060	6-C-19-40	6	180	76	44.50	5239	ASM-36-101	6	85	...	29.52	5353	GS-36-101	6	85	...	29.52																	
4797	6	110	58	33.00	...	...	...	...	...	5061	6-C-19-41	6	180	76	44.50	5240	ASM-36-113	6	85	...	29.52	5354	GS-36-129	6	85	...	29.52																	
4798	6	110	58	33.00	...	...	...	...	...	5062	12-A-7-26	12	42	68	40.00	5241	ASM-63-142	12	35	...	39.69	5355	GS-37-101	6	100	...	33.44																	
4799	6	110	58	33.00	...	...	...	...	...	5063	12-A-7-44	12	42	68	40.00	5242	ASM-63-145A	12	35	...	39.69	5356	GS-37-118	6	100	...	33.44																	
4800	6	130	66	38.00	4950	6-A-7-69	6	42	34	22.50	5064	12-A-7-54	12	42	68	40.00	5243	ASM-63-164	12	35	...	39.69	5357	GS-39-101	6	130	...	41.40																					
4801	6	130	66	38.00	4951	6-A-9	6	42	34	22.50	5065	12-A-7-55	12	42	68	40.00	5244	ASP-39-117	6	130	...	44.37	5358	GS-39-131	6	130	...	41.40																					
4802	6	150	72	...	4952	6-A-11	6	50	50	30.00	5066	12-A-7-57	12	42	68	40.00	5245	BE-35-101	6	81	...	29.52	5359	GS-63-137	12	35	...	40.68																					
4803	6	90	51	29.00	4953	6-A-11-1	6	50	50	30.00	5067	12-A-7-59	12	42	68	40.00	5246	BE-35-103	6	81	...	29.52	5360	GS-63-142	12	35	...	40.68																					
4804	6	90	51	29.00	4954	6-A-11-2	6	50	50	30.00	5068	12-A-7-60	12	42	68	40.00	5247	BE-35-111	6	81	...	29.52	5361	GS-64-137	12	50	...	47.84																					
4805	6	110	59	34.00	4955	6-A-11-4	6	50	50	30.00	5069	12-A-7-68	12	42	68	40.00	5248	BE-35-111	6	81	...	29.52	5362	GS-64-155	12	50	...	47.84																					
4806	6	110	59	34.00	4956	6-A-11-5	6	50	50	30.00	5070	12-A-7-70	12	42	68	40.00	5249	BE-36-P102	6	99	...	33.34	5363	GS-65-141	12	70	...	54.53																					
4807	6	110	59	34.00	4957	6-A-11-6	6	50	50	30.00	5071	12-A-7-71	12	42	68	40.00	5250	BE-36-103	6	99	...	33.34	5364	GS-66-140	12	85	...	61.07																					
4808	6	130	67	38.00	4958	6-A-11-10	6	50	50	30.00	5072	12-A-7-72	12	42	68	40.00	5251	BE-36-104	6	99	...	33.34	5365	GS-68-165	16	35	...	60.75																					
4809	6	90	50	29.50	4959	6-A-11-11	6	50	50	30.00	5073	12-A-7-74	12	42	68	40.00	5252	BE-36-107	6	99	...	33.34	5366	GS-122-172	24	20	...	74.75																					
4810	6	65	42	28.00	1960	6-A-11-16	6	86	50	30.00	5074	12-A-9	12	63.5	83	50.00	5253	BE-36-108	6	99	...	33.34	5367	GS-127-116	8	100	...	55.82																					
4811	6	65	42	28.00	1961	6-A-11-17	6	86	50	30.00	5075	12-A-9-1	12	63.5	83	50.00	5254	BE-37-P102	6	115	...	38.34	5368	GS-35-120	6	70	...	26.69																					
4812	6	85	47	31.00	1962	6-A-11-18	6	86	50	30.00	5076	12-A-9-26	12	63.5	83	50.00	5255	BE-37-103	6	115	...	38.34	5369	GS-121-171	24	13	...	83.54																					
4813	6	85	47	31.00	1963	6-A-11-20	6	86	50	30.00	5077	12-A-9-44	12	63.5	8																																		

BEAR-CAT BATTERY Federal Excise Tax Not Included July 1st 1922 Type and Form				BE R-CAT BATTERY Federal Excise Tax Not Included July 1st 1922 Type and Form				COLE BATTERY January 15, 1922 Type and Battery No.				UTILITY BATTERY January 1, 1921 Battery No. Type				RAY BATTERY All Prices F.O.B. Ypsilanti Mich. 5% War Tax Dec. 1921 Type & Par. No.			
Serial No.	Volts	Amperes Hrs. at 5 Hrs. Rate	Weight	Price	Serial No.	Volts	Amperes Hrs. at 5 Hrs. Rate	Weight	Price	Serial No.	Volts	Amperes Hrs. at 5 Hrs. Rate	Weight	Price	Serial No.	Volts	Amperes Hrs. at 5 Hrs. Rate	Weight	Price
5562 A-611-A-96	6		25.00	5567 A-129-D-90	12		53.50	5839 YE-619-325	6		39.10	6111 N-51 ST-317-A	6	57.00	6241 RL-611-564	6	90	29.00	
5563 A-611-D-8	6		26.50	5567 A-129-D-97	12		53.50	5870 LS-611-261	6		23.80	6112 N-59 ST-317-CWR	6	57.00	6242 RF-613-600	6	120	33.00	
5564 A-611-D-50	6		26.50	5567 A-1211-A-32	12		60.00	5871 LS-611-262	6		23.80	6113 N-61 ST-319-A	6	62.00	6243 RF-613-601	6	120	33.00	
5565 A-611-D-53	6		26.50	5567 A-1211-A-32	12		60.00	5872 LE-611-324	6		27.40	6114 N-62 ST-319-AW	6	62.00	6244 RF-613-602	6	120	33.00	
5566 A-611-D-54	6		26.50	5567 A-1211-D-14	12		60.50	5873 LS-613-263	6		27.40	6115 N-64 ST-319-B	6	62.00	6245 RF-613-603	6	120	33.00	
5567 A-611-D-58	6		27.00	5568 C-127-A-33	12		40.00	5874 LS-613-264	6		27.40	6116 N-71 ST-321-A	6	67.00	6246 RF-613-604	6	120	33.00	
5568 A-611-T-4	6		27.00	5568 C-127-D-91	12		41.00	5875 LS-613-265	6		27.40	6117 N-74 ST-321-B	6	67.00	6247 RF-613-605	6	120	33.00	
5569 A-611-T-5	6		30.00	5568 C-129-A-33	12		50.50	5876 LS-613-266	6		28.60	6118 N-121 SON-311-A	6	42.50	6248 RF-613-606	6	120	33.00	
5570 A-613-A	6		30.00	5568 C-129-B-93	12		51.00	5877 LE-613-268	6		28.60	6119 N-128 SON-311-CW	6	42.50	6249 RF-613-607	6	120	33.00	
5571 A-613-A-1	6		30.00	5568 C-129-D-73	12		54.00	5878 LE-613-271	6		28.60	6120 N-131 SON-313-A	6	47.50	6250 RF-613-608	6	120	33.00	
5572 A-613-A-2	6		30.00	5568 C-129-D-AD	12		59.00	5879 LE-613-272	6		28.60	6121 N-134 SON-313-B	6	47.50	6251 RF-613-609	6	120	33.00	
5573 A-613-A-3	6		30.00	5568 C-121-A-78	12		66.00	5880 LS-615-273	6		33.00	6122 N-141 SON-315-A	6	52.00	6252 RF-613-610	6	120	33.00	
5574 A-613-A-22	6		30.00	5568 C-1215-D-74	12		75.00	5881 LS-615-274	6		33.00	6123 N-144 SON-315-B	6	52.00	6253 RF-613-611	6	120	33.00	
5575 A-613-A-24	6		30.00	5569 B-167-A-21	16		66.00	5882 LS-615-275	6		33.00	6124 N-151 SON-317-A	6	57.00	6254 RF-613-612	6	120	33.00	
5576 A-613-A-34	6		30.00	5569 B-167-A-75	16		56.50	5883 LE-615-277	6		36.80	6125 N-154 SON-317-B	6	57.00	6255 RF-613-613	6	120	33.00	
5577 A-613-A-38	6		30.00	5569 B-169-A-75	16		56.50	5884 LS-619-278	6		36.80	6126 N-161 SON-319-A	6	62.00	6256 RF-613-614	6	120	33.00	
5578 A-613-A-41	6		30.00	5569 B-161-A-75	16		68.00	5885 LS-619-279	6		36.80	6127 N-164 SON-319-B	6	62.00	6257 RF-613-615	6	120	33.00	
5579 A-613-A-46	6		30.00	5569 C-189-D-100	18		77.00	5886 LS-619-280	6		36.80	6128 N-221 UN-311-A	6	48.50	6258 RF-613-616	6	120	33.00	
5580 A-613-A-47	6		30.00	5569 C-187-D-76	18		75.00	5887 LS-619-281	6		36.80	6129 N-227 UN-311-C	6	48.50	6259 RF-613-617	6	120	33.00	
5581 A-613-A-48	6		30.00	5569 C-181-D-77	18		61.50	5888 HS-619-321	6		36.80	6130 N-241 UN-315-A	6	56.50	6260 RF-613-618	6	120	33.00	
5582 A-613-A-51	6		30.00	5569 B-247-A-18	24		86.50	5889 HS-611-202	6		25.00	6131 N-247 UN-315-C	6	56.50	6261 RF-613-619	6	120	33.00	
5583 A-613-A-52	6		30.00	5569 C-247-A-102	24		80.20	5890 HES-611-201	6		28.60	6132 N-321 ST-67-A	12	56.50	6262 RF-613-620	6	120	33.00	
5584 A-613-A-55	6		30.00	5569 C-247-DA	24		81.50	5891 HS-613-203	6		28.60	6133 N-324 ST-67-AG	12	56.50	6263 RF-613-621	6	120	33.00	
5585 A-613-A-56	6		30.00	5569 C-247-A	24		85.00	5892 HS-613-316	6		28.60	6134 N-325 ST-67-AR	12	58.75	6264 RF-613-622	6	120	33.00	
5586 A-613-A-60	6		30.00	5569 C-247-A	24		98.00	5893 HS-613-316	6		28.60	6135 N-326 ST-67-AR2R	12	56.50	6265 RF-613-623	6	120	33.00	
5587 A-613-A-62	6		30.00	5569 C-247-A	24		85.00	5894 HE-613-205	6		28.60	6136 N-328 ST-67-AT	12	56.50	6266 RF-613-624	6	120	33.00	
5588 A-613-A-63	6		30.00	5569 C-247-A	24		89.00	5895 HE-613-206	6		28.60	6137 N-329 ST-67-A2	12	56.50	6267 RF-613-625	6	120	33.00	
5589 A-613-A-84	6		30.00	5569 C-127-B-36	12		39.50	5896 HS-615-207	6		34.20	6138 N-341 ST-69-A	12	63.50	6268 RF-613-626	6	120	33.00	
5590 A-613-A-84	6		30.00	5569 C-127-B-36	12		39.50	5897 HS-615-208	6		34.20	6139 N-344 ST-69-AG	12	63.50	6269 RF-613-627	6	120	33.00	
5591 A-613-A-94	6		31.50	5569 C-615-A-49	6		48.00	5898 HE-615-311	6		34.20	6140 N-347 ST-69-AS	12	66.50	6270 RF-613-628	6	120	33.00	
5592 A-613-D-7	6		31.50	5569 C-615-A-49	6		40.00	5899 HE-615-313	6		34.20	6141 N-351 ST-69-B	12	66.50	6271 RF-613-629	6	120	33.00	
5593 A-613-D-44	6		31.50	5569 C-615-A-41	6		25.00	5900 HS-617-210	6		34.20	6142 N-352 ST-69-BG	12	66.50	6272 RF-613-630	6	120	33.00	
5594 A-613-D-53	6		31.50	5569 C-615-A-41	6		25.00	5901 HS-619-209	6		34.20	6143 N-361 ST-61-A	12	76.00	6273 RF-613-631	6	120	33.00	
5595 A-613-D-54	6		31.50	5569 C-615-A-41	6		25.00	5902 HS-619-211	6		34.20	6144 N-364 ST-61-AG	12	76.00	6274 RF-613-632	6	120	33.00	
5596 A-613-D-85	6		31.50	5569 C-615-A-41	6		25.00	5903 HS-619-303	6		34.20	6145 N-371 ST-61-B	12	76.00	6275 RF-613-633	6	120	33.00	
5597 A-613-T	6		32.50	5569 C-615-A-41	6		25.00	5904 HS-619-312	6		39.60	6146 N-372 ST-61-BG	12	76.00	6276 RF-613-634	6	120	33.00	
5598 A-615-A-1	6		40.00	5569 C-615-A-41	6		25.00	5905 RS-611-297	6		39.60	6147 N-384 ST-613-AR	12	85.00	6277 RF-613-635	6	120	33.00	
5599 A-615-A-29	6		40.00	5569 C-615-A-41	6		25.00	5906 RS-611-298	6		29.40	6148 N-385 ST-613-AR	12	85.00	6278 RF-613-636	6	120	33.00	
5600 A-615-A-38	6		40.00	5569 C-615-A-41	6		25.00	5907 RS-611-299	6		29.40	6149 N-404 ST-615-AG	12	96.50	6279 RF-613-637	6	120	33.00	
5601 A-615-A-42	6		40.00	5569 C-615-A-41	6		25.00	5908 RS-613-300	6		29.40	6150 N-521 SON-67-A	12	56.50	6280 RF-613-638	6	120	33.00	
5602 A-615-A-51	6		40.00	5569 C-615-A-41	6		25.00	5909 RS-615-276	6		33.00	6151 N-524 SON-67-AB2	12	56.50	6281 RF-613-639	6	120	33.00	
5603 A-615-A-52	6		40.00	5569 C-615-A-41	6		25.00	5910 RES-615-301	6		38.90	6152 N-533 SON-67-BR2	12	56.50	6282 RF-613-640	6	120	33.00	
5604 A-615-A-52	6		40.00	5569 C-615-A-41	6		25.00	5911 CS-611-295	6		38.90	6153 N-542 SON-69-A	12	56.50	6283 RF-613-641	6	120	33.00	
5605 A-615-A-52	6		40.00	5569 C-615-A-41	6		25.00	5912 CS-611-296	6		38.90	6154 N-541 SON-69-A	12	56.50	6284 RF-613-642	6	120	33.00	
5606 A-615-D-7	6		41.50	5569 C-615-A-41	6		25.00	5913 CS-611-302	6		37.80	6155 N-549 SON-69-A2	12	56.50	6285 RF-613-643	6	120	33.00	
5607 A-615-D-23	6		41.50	5569 C-615-A-41	6		25.00	5914 KS-127-252	12		37.80	6156 N-596 SON-613-AR	12	85.00	6286 RF-613-644	6	120	33.00	
5608 A-615-D-53	6		41.50	5569 C-615-A-41	6		25.00	5915 KS-127-253	12		37.80	6157 N-612 SON-615-BG	12	96.50	6287 RF-613-645	6	120	33.00	
5609 A-615-D-54	6		41.50	5569 C-615-A-41	6		25.00	5916 KS-127-323	12		34.70	6158 N-717 UN-69-AS	12	75.00	6288 RF-613-646	6	120	33.00	
5610 A-615-T-5	6		42.50	5569 C-615-A-41	6		25.00	5917 YS-127-252	12		34.70	6159 N-942 ST-87-AG	12	75.00	6289 RF-613-647	6	120	33.00	
5611 C-611-A-3	6		31.50	5569 C-615-A-41	6		25.00	5918 YS-127-253	12		34.70	6160 N-917 ST-87-AG	12	75.00	6290 RF-613-648	6	120	33.00	
5612 C-611-A-38	6		31.50	5569 C-615-A-41	6		25.00	5919 YS-127-254	12		41.90	6161 N-913 ST-87-AS	12	75.00	6291 RF-613-649	6	120	33.00	
5613 C-611-A-80	6		31.50	5569 C-615-A-41	6		25.00	5920 YS-129-254	12		41.90	6162 N-922 ST-89-AG	12	75.00	6292 RF-613-650	6	120	33.00	
5614 C-611-T-6	6		32.50	5569 C-615-A-41	6		25.00	5921 YS-129-322	12		41.90	6163 N-932 ST-81-AG	12	75.00	6293 RF-613-651	6	120	33.00	
5615 C-613-A-2	6		34.50	5569 C-615-A-41	6		25.00	5922 YES-129-255	12		41.90	6164 N-1216 SON-97-BG	12	81.00	6294 RF-613-652	6	120	33.00	
5616 C-613-A-3	6		34.50	5569 C-615-A-41	6		25.00	5923 YES-129-256	12		41.90	6165 N-1226 SON-99-BG	12	81.00	6295 RF-613-653	6	120	33.00	
5617 C-613-A-38	6		34.50	5569 C-615-A-41	6		25.00	5924 YES-129-315	12		41.90	6166 N-1336 UL-91-AG	12	100.00	6296 RF-613-654	6	120	33.00	
5618 C-613-A-57	6		34.50	5569 C-615-A-41	6		25.00	5925 YES-129-315	12		41.90	6167 N-1412 ST-125-AG	12	87.00	6297 RF-613-655	6	120	33.00	
5619 C-613-D-58	6		35.00	5569 C-615-A-41	6		25.00	5926 YES-129-327	12		41.90	6168 N-1413 ST-125-AG4	12	87.00	6298 RF-613-656	6	120	33.00	
5620 C-613-D-86	6		35.00	5569 C-615-A-41	6		25.00	5927 YS-1211-259	12		47.00	6169 N-1414 ST-125-ARG	12	87.00					

New Engine Feature in Latest Franklin

The first showing of the latest six-cylinder Franklin, designated as Series 10, which is being made in all parts of the country, discloses the new engine about which many rumors have been current in automobile circles for some time.

From a performance standpoint, power is the feature which shows the most noteworthy development in the new Franklin. In hill climbing, this greater power represents a 20 per cent. increase in ability and in speed, a 10 per cent. increase, tests made by the company show, without, however, involving any change in the size of the engine but registering in fact, a worthwhile reduction in fuel consumption.

From a design standpoint, Series 10 Franklin introduces some entirely new ideas in air-cooling which are the embodiment of work started by Franklin engineers as far back as 1915, it is stated. The cooling apparatus functioning on the new engine and called the pressure system, is said to have undergone tests on over a score of cars, and aggregating 500,000 miles, before its adoption. It develops a current of cooling air which is fully two and one half-times as great as that of the former Franklin system.

The new cooling system takes the air in at the front of the engine and forces it over the cylinders. This is the direct opposite from the method formerly employed in which the air was drawn in by a fan set in the flywheel at the rear of the motor. A blower or fan of the Sirocco type is mounted at the forward end of the crankshaft and encased in an aluminum housing. The air forced in by the blower passes through a continuation of this aluminum housing, is carried over the upper ends of the cylinder jackets and down across the cooling fins which are set in the walls of the cylinders.

A change has been made in the cooling fins, the ends being bent at approximate right angles so that they form what practically amounts to a closed jacket about the cylinders through which the air is conducted. This does away with the use of the separate outer jacket as used in former models, affords greater cooling area and permits a reduction in the length of the fins themselves.

With the new pressure system of cooling, the air forced in by the blower is absolutely controlled by baffle plates placed in the aluminum passageway already referred to, and this makes it possible to direct the necessary amount of air to those points where the greatest amount of heat is developed.

To make possible the most efficient use of the steadily lowering quality of gasoline now offered the motoring public, the new Franklin engine is equipped with what Franklin engineers term a fuel transformer. This device is in the shape of a cylindrical aluminum casting with corrugated walls surrounded by a heater jacket through which the exhaust gas of the engine is passed. Raw gasoline on its way to the inlet manifold is led through the interior of this transformer and subjected to heat which turns it into vapor. The device is so designed that it is impossible for anything except vapor to pass through it to the inlet manifold. "Heavy ends" in the gas which were not broken up or vaporized in their first passage through the transformer are trapped and returned to the bottom of the transformer, to be subjected once more to passage over the heated corrugated walls. This operation is repeated as many times as is necessary to produce the vapor. The device affords the Franklin a high degree of efficiency in the use of the

lowest grades of gasoline, in addition to preventing raw gasoline from being drawn into the cylinders and passing from there into the crank case to cause dilution of the lubricating oil.

Certain factors contributing to smoothness and quietness of operation have been perfected, among which the use of Duralamin for connecting rods is an innovation. This new material, by cutting off 50 per cent. of the weight of corresponding steel parts, makes possible a considerable lightening of reciprocating parts, succeeding thereby in reducing vibration.

The double flywheel effect contributing further to the counteracting of vibration, results from the mounting of the Sirocco fan at the front end and the flywheel at the rear end of the crankshaft. The crankshaft itself, case-hardened by a process perfected last year by the Franklin Company, is made considerably shorter and of larger diameter than heretofore; it is also mounted on seven bearings.

The introduction of the unit power plant in the latest Franklin, by maintaining perfect alignment between engine, clutch, and transmission, prevents strains and consequent irregularities, the result being apparent in even engine performance and quiet operation of the transmission gears. The standard S. A. E. shift has also been employed in the gear box and an adjustment has been put on the clutch pedal. By means of a Yale lock on the transmission, it is now possible to lock open cars either in neutral or in reverse position. Door locks are used to secure the enclosed cars.

Quiet operation of the two-unit lighting and starting system, North East equipment, is coupled also with quiet starter engagement secured by the Bendix drive operating on a steel gear on the flywheel. In the past Franklin has employed a single unit electrical system.

A novel arrangement introduced in the latest Franklin is an air cleaner by which dust is removed from all the air that enters the carburetor. This device is of a self-acting centrifugal type employing the same principle as a cream separator. Air is drawn in through the top and a whirling action of the vanes inside, set up by suction, throws all dirt particles out through a separate passage.

Cold weather starting, according to Franklin experiments, can be readily effected with the new engine at temperatures as low as low as twenty degrees below zero. For this purpose Franklin employs the same type of electric vaporizer as heretofore, but with several refinements. The control of carburetor adjustments has been greatly simplified, as pressure of a magnetic button operates both the choke and vaporizer, and a T-handle regulates the needle valve.

Chassis lubrication of the latest Franklin is by the Bowen-Empress system by means of which either oil or grease as required is forced into the connection under high pressure. There are only five grease connections on the entire car, including universal joints, and oil used for lubricating purposes at other points. Manipulation of the plunger in the oil gun builds up the desired amount of pressure and when the nipple of the gun is attached to the point to be oiled, the pressure is automatically released, resulting in flow of lubricant which flushes all old oil or grease and grit out of the bearings and replacing it with a fresh clean supply.

Improvements have been made which have in-

creased the effectiveness of the service brake 22 per cent. and that of the emergency brake 18 per cent.

Demountable rims which answer the company's requirements for light unsprung weight, have been made standard equipment on Series 10 in the form of the Rubsam wheel with the hollow steel felloe. This installation, according to Franklin engineers, leaves easy riding qualities unaffected. It is also claimed that the demountable rim feature is the most convenient yet devised.

From the standpoint of night driving, the Mirro-Tilt lights on the Franklin are interesting. Pressure on a button on the toe-board makes it possible for the rays to be projected a considerable distance ahead of normal position, so that the roadway is given ample illumination, especially under conditions of fast travel. Upon approach of a car from the opposite direction, release of the button restores the rays to normal.

An item of convenience is the gearing of the tire pump to an idler in the transmission, engagement of which can be made by turning the shifter shaft by means of a screw driver. The tube is constantly attached to the pump and is coiled under the left front seat.

Riding qualities come in for improvement through the attachment of stabilators as recommended equipment. It is claimed for the device that recoil action and sidesway of the springs is controlled, while their soft action is preserved. Suppleness of the springs themselves is obtained through employment of the full-elliptic type as heretofore.

The latest Franklin is furnished in eight body types: touring, runabout, demi-sedan, demi-coupe, sedan, brougham, coupe and touring-limousine.

Earl Announces New Closed Model

A new closed car, to be known as the Earl cabriolet, is now offered by Earl Motors, Inc., Jackson, Mich. While this new car is patterned after the brougham, and retains practically all of its refinements and comforts, its cost, owing to quantity production and careful planning, is materially reduced. The cabriolet will list at \$1,395, f. o. b. Jackson.

The cabriolet is essentially an all-weather car. In summer the plate glass rear quarter windows can be lowered, and the door windows manipulated instantly. The windshield is of the standard Earl one-piece construction, and swings either in or out, thereby affording ample ventilation. The especially designed rain and sun visor, which is standard equipment, gives the much-needed protection from rain and sun.

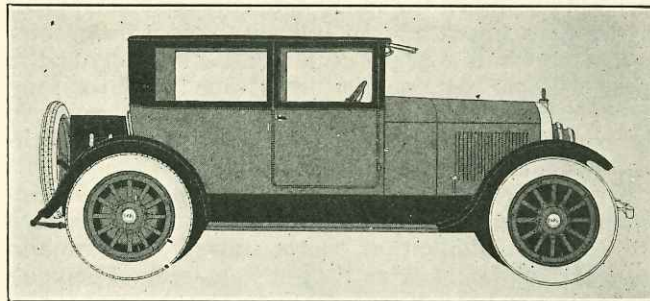
The upholstery is of genuine Spanish leather, in a rich grey tone, and the interior finish is of the same material. Other standard equipment includes dome light, windshield wiper, and complete set of tools.

The top and sides of the rear tonneau are covered with black duratex fabric, which is weather-proof, easily cleaned and very smart appearing in contrast with the painted body panels. The body color is a special Earl blue, which gives the cabriolet an air of distinction. The fenders and chassis are glossy black enameled.

At the rear is a platform for a trunk, protected with maple slats in natural finish. The rear body panel is also protected by nicked slat irons; and at slight extra cost, a trunk is furnished. The Earl trunk contains two large suitcases and a hat box—a great convenience for weekend trips. Besides the trunk, special equipment includes Boyce motometer, and front bumper, these three items being furnished at a net cost of \$50.

Riding comfort, of course, is one of the first considerations in a car of this type, and is provided for by ample body dimensions and a low center of gravity. The extra long 56-inch rear springs, too, and the rigid frame, with 7-inch side channels, and five cross members, form a foundation for the comfort of the deep seat cushions with their high grade spiral springs.

The car is one inch less than fourteen feet in length overall; and, while the height is only 6 feet 2 inches,



EARL CABRIOLET

the head room inside is ample, being 37 inches from seat cushion to top lining. There is also ample leg room in the front tonneau, 53 inches being the inside length.

For convenience in entering, the front seats tilt forward, and the backs fold down. This arrangement with the front seats facing forward gives a roominess that is not possible in the average four-passenger coupe with the driver's seat set forward and the small swinging seat at the right, facing the rear. The front seats, themselves, are 18 inches wide, 18 inches deep and 12 inches from the floor, with a comfortable 3-inch pitch. The rear seat, which is 45½ inches wide, will seat three persons without crowding. This cushion is 18 inches deep, 14 inches from the floor, with a pitch of 4 inches.

Special Six Phaeton New Columbia Model

A new Columbia model, known as the special six phaeton, to retail at \$1,095, f. o. b. Detroit, has been added to the Columbia line. This body is mounted on the standard Continental 115 in. wheel-base chassis incorporating the Continental 6-Y engine, Timken axle, Durston transmission gearset with Timken bearings, Stromberg carburetor, Borg & Beck clutch, Gemmer steering gear, Spicer universal and Auto-Lite electrical equipment.

Among the features of the special six are nickel-plated Harrison radiator with thermostatically controlled shutters, cowl ventilator, barrel head lamp as well as cowl lamps for parking, heavy weight crown fenders and cord tires. The body is of generous proportions, the rear seat being 46 in. wide and the upholstery is of real leather over deep coiled springs.

Tommy Milton Wins at Kansas City; Roscoe Sarles Killed

Tommy Milton, champion driver of the American Automobile Association and winner of the 1921 Indianapolis speed classis, driving an eight-cylinder Leach special, won the 300-mile automobile race held at Kansas City's new \$500,000 speedway Sunday, September 17.

Roscoe Sarles, relief driver for Cliff Durant, was burned to death when his car caught fire after smashing through the railing of the track. The car hurdled 40 feet and smashed to the ground. His mechanic, C. V. Pickup, was injured dangerously.

Association Items

CALENDAR

- POMONA, CAL.—Automobile and Automotive Accessory Show, auspices of the Citrus Belt Auto Trade Assn., Los Angeles County Fair Grounds, at Pomona; James E. Granger, manager; Oct. 17-21.
- CHICAGO, ILL.—Convention, National Farm Equipment Manufacturers; Oct. 18-20.
- WASHINGTON, D. C.—Annual Closed Car Salon, auspices of the Washington Automotive Trade, Convention Hall; Oct. 21-28.
- CLEVELAND, OHIO—Society of Automotive Engineers, meeting of Springs Division, Standards Committee; Oct. 24.
- CLEVELAND, OHIO—Society of Automotive Engineers, joint meeting of Chain Division, Standards Committee, with Power Transmission Chain Committee of American Society of Mechanical Engineers; Oct. 25.
- NEW YORK, N. Y.—Society of Automotive Engineers, meeting of Iron and Steel Division, Standards Committee; Oct. 26.
- WASHINGTON, D. C.—Second National Conference for the Study of Highway Engineering and Highway Transport Education; Oct. 26-28.
- DETROIT, MICH.—Society of Automotive Engineers, meeting of Parts and Fittings Division, Standards Committee; Oct. 30.
- DOTHAN, ALA.—Automobile Show, to be held in connection with the South East Alabama Fair, auspices of the Dothan Automobile Dealers' Assn., Fair Grounds Automobile building; Fay Waldin, manager; Oct. 30-Nov. 4.
- DETROIT, MICH.—Society of Automotive Engineers, meeting of Transmission Division, Standards Committee; Oct. 31.
- DETROIT, MICH.—Society of Automotive Engineers, meeting of Passenger Car Division, Standards Committee; Nov. 1.
- DETROIT, MICH.—Society of Automotive Engineers, meeting of Passenger Car Body Division, Standards Committee; Nov. 2.
- DETROIT, MICH.—Society of Automotive Engineers, meeting of Electric Vehicle Division, Standards Committee; Nov. 3.
- LONDON, ENGLAND—Olympia Automobile Show; Nov. 3-11.
- CHICAGO, ILL.—Society of Automotive Engineers, meeting of Engine Division, Standards Committee; Nov. 6.
- CHICAGO, ILL.—Society of Automotive Engineers, joint meeting of Agricultural power and Stationary Engine Division, Standards Committee; Nov. 7.
- HOUSTON, TEX.—South Texas Fair; Nov. 8-18.
- JERSEY CITY, N. J.—Third Annual Show, auspices of the Hudson County Automobile Trade Assn., Fourth Regiment armory; Nov. 11-18.
- LOS ANGELES, CAL.—Automotive and Accessories Show, auspices of the Motor Car Dealers' Assn. of Los Angeles, Praeger Park, Washington and Grand avenues; Burt Roberts, manager; Nov. 11-19.
- CHICAGO, ILL.—Annual Meeting and Show of the Automotive Equipment Assn., Annex to the Coliseum; Nov. 13-18.
- CINCINNATI, OHIO—Second Annual Automobile Accessory and Radio Exposition, auspices of the National Automobile Chamber of Commerce; Nov. 22-29.
- PASADENA, CAL.—Automobile Show, auspices of the Motor Car Dealers' Assn., E. C. Lindley, secretary; December.
- NEW YORK, N. Y.—Eighteenth Annual Automobile Salon, Commodore Hotel; Dec. 3-9.
- TOLEDO, OHIO—Annual Convention of the Ohio Automotive Trades Assn.; Dec. 6-8.
- PHILADELPHIA, PA.—Passenger Car Show, auspices of the Philadelphia Automobile Trade Assn., Commercial Museum, Louis C. Block, manager; January.
- NEW YORK, N. Y.—National Automobile Show, auspices of the National Automobile Chamber of Commerce, Grand Central Palace; Jan. 6-13.
- NEW YORK, N. Y.—Second National Automobile Body Builders' Show, auspices of the Automobile Body Builders' Assn., 12th Regiment Armory; Jan. 8-13.
- CLEVELAND, OHIO—Annual Winter Show, auspices of the Cleveland Automobile Manufacturers' and Dealers' Assn.; Jan. 20-27.
- CHICAGO, ILL.—National Automobile Show, auspices of the National Automobile Chamber of Commerce, Coliseum; Jan. 27-Feb. 3.
- CHICAGO, ILL.—Annual Automobile Salon, auspices of the National Automobile Chamber of Commerce, Drake Hotel; Jan. 27-Feb. 3.
- HARTFORD, CONN.—Automobile Show, auspices of the Hartford Automobile Dealers' Assn., State Armory, Arthur Fifott, manager; February.
- MINNEAPOLIS, MINN.—Annual Automobile Show, auspices of the Minneapolis Automobile Trade Assn., W. R. Wilmot, manager; Feb. 3-10.
- NEW YORK, N. Y.—Annual Automobile Show, auspices of the Brooklyn Motor Vehicle Dealers' Assn., 23rd Regiment armory; Feb. 24-Mar. 3.
- SYRACUSE, N. Y.—Annual Automobile Show, auspices of the Syracuse Automobile Dealers' Assn.; Feb. 26-Mar. 3.
- NEWARK, N. J.—Annual Automobile Show, auspices of the Newark Auto Trade Assn., Claude E. Holgate, manager; Mar. 10-17.
- BOSTON, MASS.—Passenger Car, Truck and Accessory Show, auspices of the Boston Automobile Dealers' Assn., Mechanics Building, Chester I. Campbell, manager; Mar. 10-17.

Los Angeles to Hold Show

The Motor Car Dealers' Association of Los Angeles will hold a show November 11 to 19. This will be the first show in this city for two years. Announcement of the location has not been made, owing to the difficulty in obtaining a building of sufficient size. The new Shrine Temple may be sufficiently near completion by that time to accommodate the show. Otherwise it is probable tents will have to be used.

New York Association Moves

The rooms and offices of the Automobile Merchants' Association, New York City, have been moved from 1845 Broadway to the Hotel Embassy, 2030 Broadway, at Seventieth Street.

Olds Will Build Four-Cylinder Brougham

A new addition to the 1923 Oldsmobile line was revealed recently when the Olds Motor Works announced that production had been started on a brougham for its four-cylinder chassis. The new car, which will be one of the leading lines of this factory for the next year, will sell at \$1,425.

Mack Trucks, Inc., has opened a factory branch at Toledo, which will be in charge of J. C. Smith, formerly manager of the St. Louis branch.

NOTICE.—In column "No. of Pieces" where one number only is given it means that there are that number of pieces in each brake—where two figures are given it means that the first number applies to the Internal and the second to the External.

CAR	Year	Model	BRAKE LINING					No. of Pieces	CAR	Year	Model	BRAKE LINING					No. of Pieces	CAR	Year	Model	BRAKE LINING					No. of Pieces												
			Internal			External						Internal			External						Internal			External														
			Width	Thickness	Length	Width	Thickness					Length	Width	Thickness	Length	Width					Thickness	Length	Width	Thickness	Length													
Detroit.	1918	6-45	1 1/2	3/8	12	1 1/2	3/8	18	4	Franklin.	1914	2	2 1/2	3/8	35	4	3/8	23 1/2	Hollier...	1918	206	1 1/2	3/8	34 1/2	2	3/8	37 1/2	2	Kissel Kar	1916	6-42	2	3/8	34 1/2	2	3/8	34 1/2	4
Dispatch.	1918	F	1 1/2	3/8	12	1 1/2	3/8	18	4		1914	3	2 1/2	3/8	35	4	3/8	23 1/2		1919		1 1/2	3/8	34 1/2	2	3/8	37 1/2	2		1918	100 pt. 6						4	
	1916	D	1 1/2	3/8	20	1 1/2	3/8	20	4		1916	4	2 1/2	3/8	35	4	3/8	23 1/2		1920		1 1/2	3/8	40	2 1/2	3/8	24 1/2	2-1		1918	6-42						4	
	1916	H	1 1/2	3/8	20	1 1/2	3/8	20	4		1916	5	2 1/2	3/8	35	4	3/8	23 1/2		1918		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1919	C						4	
	1916	G	1 1/2	3/8	20	1 1/2	3/8	20	4		1916	6	2 1/2	3/8	35	4	3/8	23 1/2		1919		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1918	B-6						4	
	1917	L	1 1/2	3/8	20	1 1/2	3/8	20	4		1917	7	2 1/2	3/8	35	4	3/8	23 1/2		1920		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1921	CB-6						4	
Dixie Flyer...	1917	N	1 1/2	3/8	20	1 1/2	3/8	20	4		1917	8	2 1/2	3/8	35	4	3/8	23 1/2		1921		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1915	6-42	2	3/8	40	Re ar	Wh.	4	
	1918		1 1/2	3/8	20	1 1/2	3/8	20	4		1918	9	2 1/2	3/8	35	4	3/8	23 1/2		1915		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1915	6-42A	2	3/8	40	Re ar	Wh.	4	
	1921		1 1/2	3/8	10	1 1/2	3/8	10	4		1921	10	2 1/2	3/8	35	4	3/8	23 1/2		1918		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1918	6-38	1 1/2	3/8	32 1/2	3	3/8	32 1/2	4
			1 1/2	3/8	20	1 1/2	3/8	20	4		1916	11	2 1/2	3/8	35	4	3/8	23 1/2		1919		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1919	6-42-H	1 1/2	3/8	32	2	3/8	32 1/2	2
			1 1/2	3/8	20	1 1/2	3/8	20	4		1919	12	2 1/2	3/8	35	4	3/8	23 1/2		1921		2 1/2	3/8	40 1/2	2 1/2	3/8	24 1/2	2-1		1921	6-55 K	2 1/2	3/8	48	3	3/8	48	2
Dodge.	1916	L	1 1/2	3/8	28 1/2	1 1/2	3/8	30 3/8	2																													
	1917	L	1 1/2	3/8	36	1 1/2	3/8	36 1/2	2																													
	1918	LS-35	1 1/2	3/8	35	1 1/2	3/8	37	2																													
	1919	HS-50	1 1/2	3/8	36	1 1/2	3/8	36 1/2	2																													
	1921	HS70	1 1/2	3/8	36 1/2	1 1/2	3/8	36	2																													
Dodge.	1915		2	3/8	11 1/2	2 1/2	3/8	36 1/4	4-2																													
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Dorris.	1920	Tour	1 1/2	3/8	14 1/2	2 1/2	3/8	19 1/2	4-2																													
	1921	H	2 1/2	3/8	14 1/2	2 1/2	3/8	43 1/2	2																													
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	1916	IB-6	2 1/2	3/8	46 1/2	2 1/2	3/8	48 1/2	2																													
	1917	IC-6	2 1/2	3/8	46 1/2	2 1/2	3/8	48 1/2	2																													
Duty.	1918	6-80	2 1/2	3/8	46 1/2	2 1/2	3/8	47 1/2	2																													
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	1920	6-80	2 1/2	3/8	46 1/2	2 1/2	3/8	47 1/2	2																													
	1921	6-80	2 1/2	3/8	20 1/2	2 1/2	3/8	22	2																													
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	1917	6	1 1/2	3/8	28 1/2	1 1/2	3/8	27 1/2	2																													
	1918	11	1 1/2	3/8	35 1/2	1 1/2	3/8	35 3/8	2																													
	1919	11	1 1/2	3/8	35 1/2	1 1/2	3/8	35 3/8	2																													
	1920	A	2 1/2	3/8	46 1/2	2 1/2	3/8	47 1/2	2																													
Duty.	1921	21	1 1/2	3/8	48	2 1/2	3/8	48	2																													
	1916	J-32	1 1/2	3/8	36	2 1/2	3/8	35	2																													
	1916	B	2	3/8	36	2 1/2	3/8	40	4																													
	1916	B	2	3/8	36	2 1/2	3/8	40	4																													
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Duty.	1917	D	2	3/8	36	2 1/2	3/8	40	4																													
	1917	E	2	3/8	36	2 1/2	3/8	40	4																													
	1917	F	2	3/8	36	2 1/2	3/8	40	4																													
	1917	G	2	3/8	36	2 1/2	3/8	40	4																													
	1918	D-4	2	3/8	36	2 1/2	3/8	40	4																													
Duty.	1918	D-6	2	3/8	36																																	

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* Millimeters

CAR	Year	Model	PISTON RINGS		FAN BELTS		CAR	Year	Model	PISTON RINGS		FAN BELTS		CAR	Year	Model	PISTON RINGS		FAN BELTS		
			Number Used	Width of Groove	Number Used	Size				Number Used	Width of Groove	Number Used	Width of Groove				Number Used	Width of Groove			
Hatfield...	1916 J		3	3 3/4			Jackson...	1915 4-68		3	3 3/4			Lewis...	1915 VI		2	2 3/4			
	1916 K		3	3 3/4				1916 68		3	3 3/4				1915 6-6		2	2 3/4			
	1917 A		3	3 3/4				1916 34		3	3 3/4				1915 2-6		2	2 3/4			
	1918 A		3	3 3/4				1916 348		2	2 3/4				1915 Roadster		1	1 3/4			
	1919 A		3	3 3/4				1917 349		3	3 3/4				1916 Roadster		1	1 3/4			
	1919 C		3	3 3/4				1917 350		3	3 3/4				1915 Touring		2	2 3/4			
	1921 A-42		3	3 3/4				1918 349		3	3 3/4				1916 Touring		2	2 3/4			
	1914 26		3	3 3/4				1918 350		3	3 3/4				1916 10-A		3	3 3/4			
	1914 27		3	3 3/4				1914 4		3	3 3/4				1917 10-A		3	3 3/4			
	1914 28		3	3 3/4				1915 6		3	3 3/4				1918 10-B		3	3 3/4			
Haynes...	32		4	4 1/4			Jeffrey...	1914 6		3	3 3/4			1919 10-B		3	3 3/4				
	1915 30		4	4 1/4				1915 6		3	3 3/4			1919 10-B		3	3 3/4				
	32		4	4 1/4				1915 Chest 6		3	3 3/4			1920 10-C		3	3 3/4				
	1915 30		3	3 3/4				1916 Chest 6		3	3 3/4			1921 10-C		3	3 3/4				
	33		3	3 3/4				1916		3	3 3/4			Leland B		3	3 3/4				
	1916 34		4	4 1/4				1917		3	3 3/4			1915 M		3	3 3/4				
	35		4	4 1/4				Jones...	1915		3	3 3/4			Lippard-Stewart	1916 M		3	3 3/4		
	16-7-36		4	4 1/4					1916		3	3 3/4				1916 B		3	3 3/4		
	16-7-37		4	4 1/4					1915		3	3 3/4				1916 C		3	3 3/4		
	16-7-40		4	4 1/4					1916		3	3 3/4				1916 D		3	3 3/4		
16-7-41		4	4 1/4			1918 27			3	3 3/4			1916 BW			3	3 3/4				
1917 38		4	4 1/4			1919 27			3	3 3/4			1916 C-W			3	3 3/4				
1917 39		4	4 1/4			1919 28			3	3 3/4			1916 D-W			3	3 3/4				
1917 43		4	4 1/4			Jordan...	1920			3	3 3/4			1916 M-B			3	3 3/4			
1917 44		4	4 1/4				1916 13			3	3 3/4			1916 M-W			3	3 3/4			
1918 38		4	4 1/4				1917 C-60			3	3 3/4			1917 M-B			3	3 3/4			
1918 39		4	4 1/4				1918 17		3	3 3/4			1917 M-W		3	3 3/4					
1918 44		4	4 1/4				1919 1919		3	3 3/4			1918 F		3	3 3/4					
1920 43, 44, 44r		3	3 3/4				1921 F		3	3 3/4			1918 G		3	3 3/4					
1921 47		3	3 3/4				1921 M		3	3 3/4			1916 15		3	3 3/4					
Herschhoff	1915 4-16		3	3 3/4				Kearns...	1921 H		3	3 3/4			Little Giant...	1918 15-1 ton		3	3 3/4		
	1915 4-40		3	3 3/4					1915		3	3 3/4				1918 16-2 ton		3	3 3/4		
	1915 6-50		3	3 3/4					1919 K-31		5	5 3/4				1918 17-3 ton		3	3 3/4		
	1916 4-35		3	3 3/4			1919 K-35			5	5 3/4			1915 R			5	5 1/4			
	1916 H-650		3	3 3/4			1919 K-32			5	5 3/4			1915 R-5			5	5 1/4			
	1917 A		3	3 3/4			1919 K-36			5	5 3/4			1915 M 5			5	5 1/4			
	1918 A		3	3 3/4			1919 K-40			5	5 3/4			1916			5	5 1/4			
	1921 A-18		3	3 3/4			1919 K-45			5	5 3/4			1917			5	5 1/4			
	1916 166		3	3 3/4			1919 K-50			5	5 3/4			1918 2-38			3	3 3/4			
	1916 168		3	3 3/4			1919 K-52			5	5 3/4			1918 2-48			3	3 3/4			
Hollier...	1917 166		3	3 3/4			Kenworthy	1921 K-31, 34		4	4 1/4			Lorraine...	1919 48		3	3 3/4			
	1917 168		3	3 3/4				1921 K-35, 36		4	4 1/4				1920 38-2		3	3 3/4			
	1917 176		3	3 3/4				1921 K-40		4	4 1/4				1921 48-Ser 7		3	3 3/4			
	1917 178		3	3 3/4				1921 K-41		4	4 1/4				1921 21-T		3	3 3/4			
	1918 188		3	3 3/4				1921 K-50, 60		4	4 1/4				1915 34		3	3 3/4			
	1918 206		2	2 3/4				Kent King...	1917		3	3 3/4				1916 30		3	3 3/4		
	1921 206, B		3	3 3/4					1915 C		3	3 3/4				1916 32		3	3 3/4		
	1917 A		3	3 3/4					1916 8-D		3	3 3/4				1916 34		3	3 3/4		
	1918		3	3 3/4					1916 8-D		3	3 3/4				1917 30		3	3 3/4		
	1921 4		3	3 3/4					1916 8		3	3 3/4				1917 32		3	3 3/4		
1917 15-A		3	3 3/4			1917 8-E			3	3 3/4			1917 34		3	3 3/4					
1916 400		3	3 3/4			1918 EE			3	3 3/4			1917 36		3	3 3/4					
1914 6-40		3	3 3/4			1919 G			3	3 3/4			1918 82		3	3 3/4					
1914 6-54		3	3 3/4			1921 80			3	3 3/4			1916 P-5		3	3 3/4					
1914 6-54		3	3 3/4			1921 80			3	3 3/4			1917 P-5		3	3 3/4					
Hupmobile...	1915 6-40		3	3 3/4			Kimball Kassel Kar	1921 6-55		3	3 3/4			McFarlan	1916 P-5		3	3 3/4			
	1916 6-40		3	3 3/4				1921 4-36		3	3 3/4				1915		3	3 3/4			
	1916 6-40		3	3 3/4				1915 6-42		3	3 3/4				1914		3	3 3/4			
	1916 6-40		3	3 3/4				1915 6-42		3	3 3/4				1915		3	3 3/4			
	1916 6-40		3	3 3/4				1916 6-42		3	3 3/4				1916		3	3 3/4			
	1916 6-40		3	3 3/4				1917 6-42		3	3 3/4				1917		3	3 3/4			
	1916 6-40		3	3 3/4				1918 100 pt. 6		4	4 1/4				1918		4	4 1/4			
	1916 6-40		3	3 3/4				1918 6-42		3	3 3/4				1919 10-X		4	4 1/4			
	1916 6-40		3	3 3/4				1919 C		3	3 3/4				1918		3	3 3/4			
	1916 6-40		3	3 3/4				1919 B-6		3	3 3/4				1918		3	3 3/4			
Imperial...	1915 64		3	3 3/4			Kline Kar	1921 CB-6		4	4 1/4			McIntyre McLaughlin	1915		3	3 3/4			
	1916 64		3	3 3/4				1915 6-42		3	3 3/4				1916 6-19		3	3 3/4			
	15-6		3	3 3/4				1915 6-42A		3	3 3/4				1917		3	3 3/4			
	1921 F-1 1/2		4	4 1/4				1916 6-36		3	3 3/4				1918		3	3 3/4			
	1921 H, 2 1/2		4	4 1/4				1917 6-38		3	3 3/4				1921 AB		4	4 1/4			
	1921 K, 3 1/2		4	4 1/4				1918 6-38		3	3 3/4				1921 AC		4	4 1/4			
	1916 F		3	3 3/4				1919 6-42-H		3	3 3/4				1915 T-7		3	3 3/4			
	1916 H		3	3 3/4				1920 6-55J		3	3 3/4				1916 T-7		3	3 3/4			
	1917 F		3	3 3/4				Knox	1915 35		4	4 1/4				1917 T-7		3			

CAR		PISTON RINGS				FAN BELTS				CAR		PISTON RINGS				FAN BELTS				CAR		PISTON RINGS				FAN BELTS								
Year	Model	Number Used	Bore	Width of Groove	Type	Size	Year	Model	Number Used	Bore	Width of Groove	Type	Size	Year	Model	Number Used	Bore	Width of Groove	Type	Size	Year	Model	Number Used	Bore	Width of Groove	Type	Size	Year	Model	Number Used	Bore	Width of Groove	Type	Size
Moore...	1916 30	2	3 1/4	3/8			Overland.	1918 85-4	2	4 1/2	3/8		35 3/4 x 1	Pratt...	1915 50	3	3 3/4	3/8			Sayers Six	1921 DP	3	3 1/4	3/8			1915 C	3	3 1/4	3/8			34 1/2 x 1 1/4
	1917 30	3	3 3/4	3/8				1918 89-6	3	3 3/4	3/8			Premier...	1915 6-50	4	4 1/4	3/8																
	1919 30-C	3	3 3/4	3/8				1918 89-6	3	3 3/4	3/8				1916 6-56	4	4 1/4	3/8																
	1920 F	2	3 1/4	3/8		32 1/2 x 1 1/4		1919 90	4	3 3/4	3/8		31 x 3/4		1917 6B	3	3 3/4	3/8		42 3/4 x 28°	Scrapps-Booth...	1916 C-4	3	3 3/4	3/8			1916 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
Muskegon	1921 F	2	3 1/4	3/8		32 1/2 x 1		1919 83-BOE	2	4 1/2	3/8		33 x 1		1918 6C	3	3 3/4	3/8		42 3/4 x 28°		1916 D-8	3	3 3/4	3/8			1917 C-4	3	3 3/4	3/8			33 x 5/8 - 28°
Murray	1916 Murray 8	3	3 1/4	3/8			Ow-Mag..	1918 O-36	3	3 1/4	3/8				1918 6B	3	3 3/4	3/8		42 3/4 x 28°		1916 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1917 8	3	3 1/4	3/8				1918 M-25	3	3 1/4	3/8				1916 6D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1918 1918	3	3 1/4	3/8			Packard..	1914 138	3	4 1/4	3/8				1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1920 2A, 2AP	3	3 1/4	3/8		37 5/8 x 2		1914 348	3	4 1/4	3/8				1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1921 2A, 2AP	3	3 1/4	3/8		37 5/8 x 2		1914 238	3	4 1/4	3/8				1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
Napoleon	1917 17-34	3	3 1/4	3/8				1915 338	3	4 1/4	3/8				1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1918 18-35	3	3 1/4	3/8				1914 448	3	4 1/4	3/8				1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1918 18-36	3	3 1/4	3/8				1915 548	3	4 1/4	3/8				1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1918 18-39	3	3 1/4	3/8				1918 3-25	4	3 3/4	3/8		42 1/2 x 3/4 - 45°		1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
Nash Six.	1918 681	3	3 1/4	3/8		41 1/2 x 5/8 - 28°		1918 3-35	4	3 3/4	3/8		42 1/2 x 3/4 - 45°		1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1918 671	3	3 1/4	3/8		41 1/2 x 5/8 - 28°		1919 3-25	4	3 3/4	3/8		42 1/2 x 3/4 - 45°		1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
	1921 6-81	4	4 1/4	3/8		42 3/4 x 1		1919 3-35	4	3 3/4	3/8		42 1/2 x 3/4 - 45°		1916 D	3	3 3/4	3/8		39 x 3/4		1918 D-8	3	3 3/4	3/8			1917 D-8	3	3 3/4	3/8			33 x 5/8 - 28°
National.	1915 A-A	3	3 3/4	3/8			Paige....	1914 36	3	3 3/4	3/8		33 x 3/4		1916 Regal 8	3	3 3/4	3/8				1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1915 A-B	3	3 3/4	3/8				1916 6-38	3	3 3/4	3/8		33 x 3/4		1917 J	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1916 High. 6	3	3 3/4	3/8		33 3/4 x 1		1916 6-46	3	3 3/4	3/8		33 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1917 High. 6	3	3 3/4	3/8		35 x 1		1917 J-6-17	3	3 3/4	3/8		31 x 1		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1917 A-C	3	3 3/4	3/8		22 x 1		1917 651	3	3 3/4	3/8		38 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1917 A-E	3	3 3/4	3/8		22 x 1		1917 646	3	3 3/4	3/8		38 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1917 A-F	3	3 3/4	3/8		22 x 1		1918	3	3 3/4	3/8		31 x 1		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1916 12-A-D	3	3 3/4	3/8		22 x 1		1919 6-40	3	3 3/4	3/8		35 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1916 12-A-H	3	3 3/4	3/8		22 x 1		1919 655	3	3 3/4	3/8		38 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1917 12-A-D	3	3 3/4	3/8		22 x 1		1921 6-42	3	3 3/4	3/8		36 1/2 x 1		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1917 12-A-H	3	3 3/4	3/8		22 x 1		1921 6-66	3	3 3/4	3/8		32 3/4 x 1 1/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1917 12-A-K	3	3 3/4	3/8		22 x 1		1918	3	3 3/4	3/8		31 x 1		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1918 6	3	3 3/4	3/8		37 1/2 x 1		1918	3	3 3/4	3/8		31 x 1		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1918 12	3	3 3/4	3/8		22 x 1		1918 G-5	3	3 3/4	3/8		28 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1919 Ser.AK12	3	3 3/4	3/8		24 1/2 x 1		1921 6-55-E	3	3 3/4	3/8		36 1/4 x 1 1/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1919 Ser.A-B	3	3 3/4	3/8		37 1/2 x 1		1920 P-25	3	3 3/4	3/8		36 1/4 x 1 1/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1920 Ser.BB	3	3 3/4	3/8		38 x 1 1/4		1921 A	4	3 3/4	3/8		38 x 2		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
Nelson...	1917 D-Tour	2	3 3/4	3/8		36 1/2 x 1 1/2		1921 F-20	3	3 3/4	3/8		38 x 2		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1918 D-4-29	2	3 3/4	3/8		36 1/2 x 1 1/2		1921 J-20	3	3 3/4	3/8		38 x 2		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1919	2	3 3/4	3/8		36 1/2 x 1 1/2		1921 M-20	3	3 3/4	3/8		39 1/2 x 2		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1921	4	3 3/4	3/8		x 1 1/4		1916 32	3	3 3/4	3/8		31 1/2 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
New Era.	1916 Simp'ty	3	3 3/4	3/8			Paterson	1915 4-32	3	3 3/4	3/8		31 1/2 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
Noble Tr.	1916 N-W 2	3	3 3/4	3/8				1916 6-48	3	3 3/4	3/8		31 1/2 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
Norwalk..	1915 C	3	3 3/4	3/8				1916 6-42	3	3 3/4	3/8		31 1/2 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1915 D	3	3 3/4	3/8				1917 6-45	3	3 3/4	3/8		31 1/2 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1915 F	3	3 3/4	3/8				1917 6-45R	3	3 3/4	3/8		31 1/2 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1915 C	3	3 3/4	3/8				1918 6-45	3	3 3/4	3/8		31 1/2 x 3/4		1918 432	3	3 3/4	3/8		26 x 3/4		1915 F	4	4 3/4	3/8			1916 T	4	4 3/4	3/8			37 x 3/4
	1916 D	3	3 3/																															

Spark Plug, Head Light Lens and Exhaust Pipe Sizes for Cars and Trucks from 1915 to 1921

CAR	Year	Model	LENSES		Spark Plug Size	Exhaust Pipe	CAR	Year	Model	LENSES		Spark Plug Size	Exhaust Pipe	CAR	Year	Model	LENSES		Spark Plug Size	Exhaust Pipe					
			Headlights	Outside Diameter						Headlights	Outside Diameter						Headlights	Outside Diameter							
																					Opening in Rim	Outside Diameter	Opening in Rim	Outside Diameter	Opening in Rim	Outside Diameter
Abbott-Detroit	1915	Road	9	10 3/8	7/8	1 1/2	Armleder	1916	HW	7/8	1 1/2	2 1/4	Biddle	1919	H-3	9 3/8	2 1/4	Cadillac	1913	13	7 3/8	8 1/2	1 1/2	2 1/4	
	1915	Tour	9	10 3/8	7/8	1 1/2		1916	KW	7/8	1 1/2	2 1/4		1920	H-3	9 3/8	2 1/4		1914		7 3/8	8 1/2	1 1/2	2 1/4	
	1916	8-80	8 1/2	9 3/8	7/8	2		1918	KW-2	7/8	1 1/2	2 1/4	Bimel	1917	4 Tour	9	2 1/4		1915	All	7	8	1 1/2	2 1/4	
	1916	16-17	8 1/2	9 3/8	7/8	2		1918	KW-3 1/2	7/8	1 1/2	2 1/4		1917	4 Road	9	2 1/4		1916	All	7	8	1 1/2	2 1/4	
	1918	8-80	8 1/2	9 3/8	7/8	2		1921	20-1T	7/8	1 1/2	2 1/4	Bourne						1917	All	7	8	1 1/2	2 1/4	
	1918	644	8 1/2	9 3/8	7/8	2		1921	HW-2 1/2	7/8	1 1/2	2 1/4	Magnetic						1917	Type 57	8 3/4	9 1/4	7/8	1 1/2	
Ace	1921	All 2 1/2-T	8	8 5/8	7/8	2 1/4		1921	KW-3 1/2	7/8	1 1/2	2 1/4	Tr.)	1918	V M-2	9	2		1919	Type 57	8 3/4	9 1/4	7/8	1 1/2	
Acme	1918	1 ton			7/8	2 1/4	Atco	1921	A	6 1/2	8	2 1/4	Bour-	1916	16		2		1920						
Adams-	1918	14 to 35A			7/8	2 1/4		1921	B, B1	6 1/2	8	2 1/4	Davis	1917	17	9	2		1921	59	8 3/4	9 1/4	7/8	1 1/2	
Lancia	1920	35B			7/8	2 1/4	Atterbury	1919	7 R, C	6 1/2	8	2 1/4		1918	18A		2 1/4		1916	1 ton B					
Also	1913	11			7/8	2 1/4		1920	7 R, CX	6 1/2	8	2 1/4	Tr.	1918	18B		2 1/4		1916	1 ton F					
All-Amer	1919	A			7/8	2 1/4		1921	20R, 70CX	5 1/2	6 1/4	2 1/4		1920		8	1 1/2	7/8	1917	1 ton B					
	1920	AB	10		7/8	2		1921	7D, 8E	5 1/2	6 1/4	2 1/4		1921	21				1917	1 ton F					
	1921	B-1, C1 1/2	6	6 1/2	7/8	2	Auburn	1915	4-40, 6-40	9	10	2 1/4	Brewster	1916	41		9 3/8	2 1/4	1918	"Four"		8	8	1 1/2	2 1/4
Allen	1915	38, 40	8 1/2	9 1/2	7/8	1 1/4		1916	6-40, 38, 43	9	10	2 1/4		1917	41		9 3/8	2 1/4	1921	G-1 1/2	8 1/2	9 3/8	7/8	1 1/2	
	1915	33, 34, 35			7/8	1 1/4		1917	6-39, 44	9	10	2		1918	41		9 3/8	2 1/4	1921	K-2 1/2	8 1/2	9 3/8	7/8	1 1/2	
	1916	37			7/8	1 1/4		1918	6-44, 6-39	8 3/8	9 1/2	2		1919	41		9 3/8	2 1/4	1921	H2 1/2, M3 1/2					
	1917	37	8 1/2	9 1/2	7/8	1 1/4		1919	6-29, 39	8 1/2	9 1/2	2 1/4	Briggs-Detroit	1921	O2	8 3/8	9 1/8	2 3/4	1915	14	7 1/2	8 1/2	7/8	1 1/2	
	1918	41			7/8	1 1/4		1920	6-39HXR	9 1/2		2		1916	C5	7 1/2	8 3/8		1916	T					
	1919	43			7/8	1 1/4																			

CAR	Year	Model	LENSES				CAR	Year	Model	LENSES				CAR	Year	Model	LENSES										
			Headlights		Spark Plug Size	Exhaust Pipe				Headlights		Spark Plug Size	Exhaust Pipe				Headlights		Spark Plug Size	Exhaust Pipe							
			Opening in Rim	Outside Diameter						Opening in Rim	Outside Diameter						Opening in Rim	Outside Diameter									
Chevrolet	1918	4-90			2		Davis	1917	6J	8 1/2	7/8	2 1/4	Empire	1917	51	9 1/2	7/8	2 1/4	Grant	1918	10				2 1/4		
	1918	FAB G	8 1/2					1917	6K	8 1/2	7/8	2 1/4			1917	70	9 1/2	7/8	2 1/4	Truck	1918	12				2 1/4	
	1918	D-3 Cyl			1 1/4			1918	6H	8 1/2	7/8	2 1/4			1917	70A	9 1/2	7/8	2 1/4	Great	1915						
	1919	490	7 1/2	8	2 1/8			1918	6I	8 1/2	7/8	2 1/4			1918	50	9 1/2	7/8	2 1/4	Eagle	1916						
	1919	F B G T	8	8 1/2	2			1918	6K	8 1/2	7/8	2 1/4			1919	50	9 1/2	7/8	2 1/4		1917						
	1920	F B T	8	8	2			1919	HI, L&P	8	8 1/2	7/8	2			1915	6-50				Great	1915	40-A				
	1920	490						1919	J M	8 1/2	7/8	2 1/4			1916	Twin 6	9	10	1 1/4	Western	1915						
	1919	D4, D5			1 1/4			1921	51 to 57	8 1/2	9 1/2	7/8	2 1/4			1917											
Cleveland	1920	40	7 1/2	8 1/2	2		Day Elder	1916	DE-Jr			1 1/4			1917												
Clumber	1921	S Six	10		2.5			1916	DE-Sr			1 1/4			1916												
Clydesdale	1921	120C	7 1/2	7	2 1/8			1917	DE-Jr			1 1/4			1917	33											
Cole	1914	4	10 1/2		2 1/8			1917	DE-Sr			1 1/4			1917	34											
	1914	9-6	10 1/2		2 1/8			1921	A, B	7 1/2	8 1/4	2 1/8			1921	A-2 1/2 T	6 1/4	7 1/8	2 1/2								
	1914	Big 6	10 1/2		2 1/8			1921	C, D, F	7 1/2	8 1/4	2 1/8			1920	A	6 1/4	7 1/8	2 1/2								
	1915	9-6	10 1/2		2 1/8			1921	E	7 1/2	8 1/4	2 1/8			1921	A	7 1/2	8 1/8	M	2							
	1915	Big 6	10 1/2		2 1/2			De Dion	1915	EQ	10 1/4	M	2 1/2														
	1915	10-4	8 1/2	8				Bouton	1916	EQ	10 1/4	M	2 1/2														
	1915	Std 4	8 1/2	9				Defiance	1919	B			2 1/4														
	1915	Little 6	8 1/2	9				1921	D & E	8 1/4		2 1/4															
	1916	4-40	8 1/2	9	2 1/8			DeKalb	1916	Junior			2 1/4														
	1916	6-66	8 1/2	9	2 1/8				1918	E2			2 1/8														
	1916	8-50	8 1/2	9	2 1/8				1918	E2 1/2			2 1/8														
	1917	9-60	8 1/2	9 1/4	2 1/8				1919	E2			2 1/8														
	1917	8-61	8 1/2	9 1/4	2 1/8			Denby	1919	E2 1/2			2 1/8														
	1917	8-62	8 1/2	9 1/4	2 1/8				1915	U			2 1/2														
	1918	870	8 1/2	9 1/4	2 1/8				1916	R																	
	1919	Aero 870	8 1/2	9 1/4	2 1/8				1917	R																	
	1920	All	9 1/4		2 1/8				1918	12			2 1/4														
	1921	870	9 1/4		2 1/8				1918	13			2 1/4														
Collier	1917	M	1 1/8	9 1/2	2 1/8				1918	15			2 1/4														
	1921	22 1/2 T			2 1/8			Denmo	1920	K-12-B	4 3/4		2 1/4														
Columbia	1917	A	8 1/2		1 1/4				1917	10			1 1/4														
	1918	E	8 1/2		2			Detroit	1915	C			1 1/2														
	1919	E	8 1/2		2				1915	B-6			1 1/2														
	1920	C, D, E, H, C, S	7 1/2		2 1/4				1916	F			2														
Comet	1917		8 1/2		2 1/4			Dile	1916				2 1/2														
	1918	C-50	9 1/2		2 1/4			Disbrow	1917	Small			2 1/2														
	1918	C-51	9 1/2		2 1/4			Dispatch	1916	D	8 1/2		2 1/2														
	1920	C-53	8 1/2		2 1/4				1916	G	8 1/2		2 1/2														
Commerce	1917	E							1916	H	8 1/2		2 1/2														
	1918	E, EP	8		2 1/4				1917	L	8 1/2		2 1/2														
Concord	1919	A							1917	N	8 1/2		2														
	1919	B							1918		8 1/2		2														
	1920	A-B						Dixie	1916	56	8 1/2		2 1/2														
	1921	BX						Dixie	1917	L	8 1/2		2 1/2														
Corbitt	1917	C			1 1/4			Flyer	1917	L	8 1/2		2 1/2														
	1918	B							1918	LS-35	7 1/2		2 1/2														
	1918	C							1919	HS-50	8 1/4		2 1/2														
Cortland	1916		10						1920		8 1/4		2 1/2														
Cart	1917		10						1921	HS-70	7 1/2		2 1/2														
Crawford	1915	6-35	8 1/2		2 1/4			Dodge	1915		7 1/2		2 1/2														
	1916	6-35	8 1/2		2 1/4				1916		7 1/2		2														
	1917	6-17-40	9		2 1/4				1917		7 1/2		2														
	1918	18-6-40	9		2 1/4				1918		7 1/2		2														
	1921	21-6-40	8	10 1/2	2 1/4				1919		7 1/2		2														
Crow	1915		8	10 1/2	2 1/4				1920		8 1/4		2														
Elkhart	1916	CE-30	7 1/2	8 1/2	1 1/8				1921	Tour	7 1/2		2														
	1916	CE-30	7 1/2	8 1/2	1 1/8			Dorris	1915	H	9		2 1/4														
	1917	CE-33			1 1/8				1915	I	9		2 1/4														
	1917	CE-35			1 1/8				1916	IA-4	9 1/2		3														
	1918	35	10 1/4		1 1/8				1916	IA-6	9 1/2																

CAR	Year	Model	LENSES				CAR	Year	Model	LENSES				CAR	Year	Model	LENSES			
			Headlights		Spark Plug Size	Exhaust Pipe				Headlights		Spark Plug Size	Exhaust Pipe				Headlights		Spark Plug Size	Exhaust Pipe
			Opening in Rim	Outside Diameter						Opening in Rim	Outside Diameter						Opening in Rim	Outside Diameter		
Imperial	1915	64	8	8 3/4	1 1/2	2	Koehler	1918	K	7 1/2	7 1/2	2	Mabohm	1918	A	7 1/2	7 1/2	2		
	1916	64	8	8 3/4	1 1/2	2		1915	L	7 1/2	7 1/2	2		1918	B	7 1/2	7 1/2	2		
	1917	64	8	8 3/4	1 1/2	2		1916	M	7 1/2	7 1/2	2		1919	B	7 1/2	7 1/2	2		
	1918	64	8	8 3/4	1 1/2	2		1917	M	7 1/2	7 1/2	2		1920	B	7 1/2	7 1/2	2		
	1919	64	8	8 3/4	1 1/2	2		1918	M	7 1/2	7 1/2	2		1921	B	7 1/2	7 1/2	2		
Independ	1921	F-11	8	8 3/4	1 1/2	2	LaFayette	1921	134	9 1/2	9 1/2	1 3/4	Majestic	1917		7 1/2	7 1/2	2		
	1922	F-11	8	8 3/4	1 1/2	2		1918		9 1/2	9 1/2	2		1918		7 1/2	7 1/2	2		
	1923	F-11	8	8 3/4	1 1/2	2		1919		9 1/2	9 1/2	2		1919		7 1/2	7 1/2	2		
	1924	F-11	8	8 3/4	1 1/2	2		1920		9 1/2	9 1/2	2		1920		7 1/2	7 1/2	2		
	1925	F-11	8	8 3/4	1 1/2	2		1921		9 1/2	9 1/2	2		1921		7 1/2	7 1/2	2		
Inter-Harvester	1916	F	8	8 3/4	1 1/2	2	Lancier	1918		9 1/2	9 1/2	2	Marathon	1914		7 1/2	7 1/2	2		
	1917	F	8	8 3/4	1 1/2	2		1919		9 1/2	9 1/2	2		1915		7 1/2	7 1/2	2		
	1918	F	8	8 3/4	1 1/2	2		1920		9 1/2	9 1/2	2		1916		7 1/2	7 1/2	2		
	1919	F	8	8 3/4	1 1/2	2		1921		9 1/2	9 1/2	2		1917		7 1/2	7 1/2	2		
	1920	F	8	8 3/4	1 1/2	2		1922		9 1/2	9 1/2	2		1918		7 1/2	7 1/2	2		
Indiana	1918	D	8	8 3/4	1 1/2	2	Laurel	1921	U, K	9	9 1/2	2	Marion	1915	48-A	10	10	2 1/4		
	1919	D	8	8 3/4	1 1/2	2		1918		9 1/2	9 1/2	2		1916		10	10	2 1/4		
	1920	D	8	8 3/4	1 1/2	2		1919		9 1/2	9 1/2	2		1917		10	10	2 1/4		
	1921	D	8	8 3/4	1 1/2	2		1920		9 1/2	9 1/2	2		1918		10	10	2 1/4		
	1922	D	8	8 3/4	1 1/2	2		1921		9 1/2	9 1/2	2		1919		10	10	2 1/4		
Internat'l Mack	1920	20, 25, 35	10	10 1/4	2 1/2	2	Lexington	1917		9	9 1/2	2	Marmom	1914	41	9	9 1/4	9 1/4	2 1/4	
	1921	20, 25, 35	10	10 1/4	2 1/2	2		1918		9 1/2	9 1/2	2		1915	48	9	9 1/4	9 1/4	2 1/4	
	1922	20, 25, 35	10	10 1/4	2 1/2	2		1919		9 1/2	9 1/2	2		1916		9	9 1/4	9 1/4	2 1/4	
	1923	20, 25, 35	10	10 1/4	2 1/2	2		1920		9 1/2	9 1/2	2		1917		9	9 1/4	9 1/4	2 1/4	
	1924	20, 25, 35	10	10 1/4	2 1/2	2		1921		9 1/2	9 1/2	2		1918		9	9 1/4	9 1/4	2 1/4	
Interstate	1915	T	8	8 3/4	1 1/2	2	Lewis	1915	6-6	8 1/2	8 1/2	2	Mason	1915		8 1/2	8 1/2	2		
	1916	T	8	8 3/4	1 1/2	2		1916	6-6	8 1/2	8 1/2	2		1916		8 1/2	8 1/2	2		
	1917	T	8	8 3/4	1 1/2	2		1917	6-6	8 1/2	8 1/2	2		1917		8 1/2	8 1/2	2		
	1918	T	8	8 3/4	1 1/2	2		1918	6-6	8 1/2	8 1/2	2		1918		8 1/2	8 1/2	2		
	1919	T	8	8 3/4	1 1/2	2		1919	6-6	8 1/2	8 1/2	2		1919		8 1/2	8 1/2	2		
Isotta-Fraschini	1917		7 1/2	8 1/4	2	2	Liberty	1916	10-A	8 1/2	8 1/2	2	Maxwell	1915	50-6	9	9 1/4	9 1/4	2 1/4	
	1918		7 1/2	8 1/4	2	2		1917	10-A	8 1/2	8 1/2	2		1916	25	7 1/2	8 1/2	1 1/2		
	1919		7 1/2	8 1/4	2	2		1918	10-A	8 1/2	8 1/2	2		1917	25	7 1/2	8 1/2	1 1/2		
	1920		7 1/2	8 1/4	2	2		1919	10-A	8 1/2	8 1/2	2		1918	25	7 1/2	8 1/2	1 1/2		
	1921		7 1/2	8 1/4	2	2		1920	10-A	8 1/2	8 1/2	2		1919	25	7 1/2	8 1/2	1 1/2		
Jeffrey	1914	4	7 1/2	8 1/2	2	2	Lippard-Stewart	1915	M	9	9 1/2	2	Maxim	1918	5-Pass.	8 1/2	8 1/2	1 1/2		
	1915	4	7 1/2	8 1/2	2	2		1916	M	9	9 1/2	2		1917	EW	8 1/2	8 1/2	1 1/2		
	1916	4	7 1/2	8 1/2	2	2		1917	M	9	9 1/2	2		1918	EW	8 1/2	8 1/2	1 1/2		
	1917	4	7 1/2	8 1/2	2	2		1918	M	9	9 1/2	2		1919	EW	8 1/2	8 1/2	1 1/2		
	1918	4	7 1/2	8 1/2	2	2		1919	M	9	9 1/2	2		1920	EW	8 1/2	8 1/2	1 1/2		
Jones	1915	Chest 6	8 1/2	9 1/2	2 1/4	2 1/4	Little Giant	1916	15	9	9 1/2	2	Mercer	1914	35-G	9	9 1/2	9 1/2	2 1/4	
	1916	Chest 6	8 1/2	9 1/2	2 1/4	2 1/4		1917	15	9	9 1/2	2		1915	35-G	9	9 1/2	9 1/2	2 1/4	
	1917	Chest 6	8 1/2	9 1/2	2 1/4	2 1/4		1918	15	9	9 1/2	2		1916	35-G	9	9 1/2	9 1/2	2 1/4	
	1918	Chest 6	8 1/2	9 1/2	2 1/4	2 1/4		1919	15	9	9 1/2	2		1917	35-G	9	9 1/2	9 1/2	2 1/4	
	1919	Chest 6	8 1/2	9 1/2	2 1/4	2 1/4		1920	15	9	9 1/2	2		1918	35-G	9	9 1/2	9 1/2	2 1/4	
Jordan	1916	13	8 1/2	9 1/2	2 1/4	2 1/4	Locomobile	1915	R-5	9	9 1/2	2	Mercury	1918	19-50	8 1/2	8 1/2	1 1/2		
	1917	13	8 1/2	9 1/2	2 1/4	2 1/4		1916	R-5	9	9 1/2	2		1919	19-50	8 1/2	8 1/2	1 1/2		
	1918	13	8 1/2	9 1/2	2 1/4	2 1/4		1917	R-5	9	9 1/2	2		1920	19-50	8 1/2	8 1/2	1 1/2		
	1919	13	8 1/2	9 1/2	2 1/4	2 1/4		1918	R-5	9	9 1/2	2		1921	19-50	8 1/2	8 1/2	1 1/2		
	1920	13	8 1/2	9 1/2	2 1/4	2 1/4		1919	R-5	9	9 1/2	2		1922	19-50	8 1/2	8 1/2	1 1/2		
Keams	1915	4	7 1/2	8 1/2	2	2	Lorraine	1916	15-1 Ton	9	9 1/2	2	Meteor Pa	1915	4	7 1/2	8 1/2	2		
	1916	4	7 1/2	8 1/2	2	2		1917	15-1 Ton	9	9 1/2	2		1916	4	7 1/2	8 1/2	2		
	1917	4	7 1/2	8 1/2	2	2		1918	15-1 Ton	9	9 1/2	2		1917	4	7 1/2	8 1/2	2		
	1918	4	7 1/2	8 1/2	2	2		1919	15-1 Ton	9	9 1/2	2		1918	4	7 1/2	8 1/2	2		
	1919	4	7 1/2	8 1/2	2	2		1920	15-1 Ton	9	9 1/2	2		1919	4	7 1/2	8 1/2	2		
Kent	1917	4	7 1/2	8 1/2	2	2	Loraine	1915	15-1 Ton	9	9 1/2	2	Mets	1915	4	7 1/2	8 1/2	2		
	1918	4	7 1/2	8 1/2	2	2		1916	15-1 Ton	9	9 1/2	2		1916	4	7 1/2	8 1/2	2		
	1919	4	7 1/2	8 1/2	2	2		1917	15-1 Ton	9	9 1/2	2		1917	4	7 1/2	8 1/2	2		
	1920	4	7 1/2	8 1/2	2	2		1918	15-1 Ton	9	9 1/2	2		1918	4	7 1/2	8 1/2	2		
	1921	4	7 1/2	8 1/2	2	2		1919	15-1 Ton	9	9 1/2	2		1919	4	7 1/2	8 1/2	2		
Kimball	1915	4	7 1/2	8 1/2	2	2	Loraine	1915	15-1 Ton	9	9 1/2	2	Mets	1915	4	7 1/2	8 1/2	2		
	1916	4	7 1/2	8 1/2	2	2		1916	15-1 Ton	9	9 1/2	2		1916	4	7 1/2	8 1/2	2		
	1917	4	7 1/2	8 1/2	2	2		1917	15-1 Ton	9	9 1/2	2		1917	4	7 1/2	8 1/2	2		
	1918	4	7 1/2	8 1/2	2	2		1918	15-1 Ton	9	9 1/2	2		1918	4	7 1/2	8 1/2	2		
	1919	4	7 1/2	8 1/2	2	2		1919	15-1 Ton	9	9 1/2	2		1919	4	7 1/2	8 1/2	2		
King	1915	4	7 1/2	8 1/2	2	2	Loraine	1915	15-1 Ton	9	9 1/2									

CAR	Year	Model	LENSES				CAR	Year	Model	LENSES				CAR	Year	Model	LENSES								
			Headlights		Spark Plug Size	Exhaust Pipe				Headlights		Spark Plug Size	Exhaust Pipe				Headlights		Spark Plug Size	Exhaust Pipe					
			Opening in Rim	Outside Diameter						Opening in Rim	Outside Diameter						Opening in Rim	Outside Diameter							
Oldsmobile	1918 45		8 1/2	1 1/2	1 1/2		Peerless	1915 60-6	8 1/2	1 1/2	M	3	Roamer	1920 C-6-54	8 1/2	1 1/2	2 1/2		Stearns	1918 8	8 1/2	1 1/2	1 1/2		
	1918 45-A		8 1/2	1 1/2	1 1/2			1915 DD	8 1/2	1 1/2	M	2 1/2		1921 4-75 E	8 1/2	1 1/2	2 1/2			1917 SK-8	8 1/2	1 1/2	1 1/2		
	1919 45-B		8 1/2	1 1/2	1 1/2			1915 EE	8 1/2	1 1/2	M	2 1/2		1921 6-54 E	8 1/2	1 1/2	2 1/2			1919	8 1/2	1 1/2	1 1/2		
	1919 37A		8 1/2	1 1/2	1 1/2			1915 54	8 1/2	1 1/2	M	2 1/2		1921 13, 14	8 1/2	1 1/2	2 1/2			1915 Light-4	8 1/2	1 1/2	1 1/2		
	1920 45B		8 1/2	1 1/2	1 1/2			1915 55	8 1/2	1 1/2	M	2 1/2		1916	11	1 1/2	2 1/2			1921 SK L-4	8 1/2	1 1/2	1 1/2		
	1920 37A		8 1/2	1 1/2	1 1/2			1916 FF	8 1/2	1 1/2	M	2 1/2		1917	11	1 1/2	2 1/2			1918 70	8 1/2	1 1/2	1 1/2		
	1920 34C		8 1/2	1 1/2	1 1/2			1916 56	8 1/2	1 1/2	M	1 1/2		1919	11	1 1/2	2 1/2			1920 80	8 1/2	1 1/2	1 1/2		
	1918 45		7 1/2	1 1/2	1 1/2			2d Ser-57	8 1/2	1 1/2	M	1 1/2		1917	11	1 1/2	2 1/2			1916 1916	8 1/2	1 1/2	1 1/2		
	1919 45		7 1/2	1 1/2	1 1/2			1917 56	8 1/2	1 1/2	M	1 1/2		1921 40, 50	10 1/2	1 1/2	M	1 1/2		1914 D-6	9 1/2	1 1/2	1 1/2		
	1920 45		7 1/2	1 1/2	1 1/2			2d Ser-57	8 1/2	1 1/2	M	1 1/2		1916 C	8 1/2	1 1/2	M	1 1/2		1915 D-6	9 1/2	1 1/2	1 1/2		
Olympian	1921 All		5 1/2	1 1/2	2 1/2		Pennsy	1918 56	8 1/2	1 1/2	M	1 1/2	Rowe Tr.	1919 9	9	1 1/2	1 1/2	Stewart	1919	8 1/2	1 1/2	1 1/2			
	1921 A, B		5 1/2	1 1/2	2 1/2			1919 56	8 1/2	1 1/2	M	1 1/2		1917 C	8 1/2	1 1/2	M		1 1/2	1919	8 1/2	1 1/2	1 1/2		
	1921 C		5 1/2	1 1/2	2 1/2			1920 56-6	8 1/2	1 1/2	M	1 1/2		1919 9	9	1 1/2	M		1 1/2	1920 E	8 1/2	1 1/2	1 1/2		
	1915 80		9 1/2	1 1/2	2 1/2			1921 56 Ser-6	8 1/2	1 1/2	M	1 1/2		1917 D	9	1 1/2	M		1 1/2	1915	8 1/2	1 1/2	1 1/2		
	1915 81		9 1/2	1 1/2	2 1/2			1916 T'r Run	9 1/2	1 1/2	M	1 1/2		1918 E	8 1/2	1 1/2	M		1 1/2	1916	8 1/2	1 1/2	1 1/2		
	1915 82		9 1/2	1 1/2	2 1/2			1917 r.s. Ser.17	9 1/2	1 1/2	M	1 1/2		1915 6-30	8 1/2	1 1/2	M		1 1/2	1917	8 1/2	1 1/2	1 1/2		
	1916 75		7 1/2	1 1/2	1 1/2			1917 M	8 1/2	1 1/2	M	1 1/2		1915 SGV	8 1/2	1 1/2	M		1 1/2	1918 16-Valve	8 1/2	1 1/2	1 1/2		
	1916 75-B		7 1/2	1 1/2	1 1/2			1919 R	8 1/2	1 1/2	M	1 1/2		1916 1 1/2 ton	8 1/2	1 1/2	M		1 1/2	1919	8 1/2	1 1/2	1 1/2		
	1917 85		9 1/2	1 1/2	2 1/2			1914 38C-2	8 1/2	1 1/2	M	2 1/2		1917 1 1/2 ton	8 1/2	1 1/2	M		1 1/2	1921 A, B	10	1 1/2	1 1/2		
	1917 85-6		9 1/2	1 1/2	2 1/2			1914 48B-2	8 1/2	1 1/2	M	2 1/2		1918 1 1/2 ton	8 1/2	1 1/2	M		1 1/2	1921 D, F	10	1 1/2	1 1/2		
Oneida Tr Orleans	1917 86		9 1/2	1 1/2	2 1/2		Pierce Arrow	1914 66A-2	8 1/2	1 1/2	M	2 1/2	Sanford	1916 C	8 1/2	1 1/2	M	1 1/2	Studebaker	1915 EC	8 1/2	1 1/2	1 1/2		
	1916 83		9 1/2	1 1/2	2 1/2			1915 38C-3	8 1/2	1 1/2	M	2 1/2		1916 2 ton	8 1/2	1 1/2	M	1 1/2		1915 SD	8 1/2	1 1/2	1 1/2		
	1916 83-BOE		9 1/2	1 1/2	2 1/2			1915 48B-3	8 1/2	1 1/2	M	2 1/2		1917 2 ton	8 1/2	1 1/2	M	1 1/2		1916 ED	8 1/2	1 1/2	1 1/2		
	1919 85-4-6		9 1/2	1 1/2	2 1/2			1915 66A-3	8 1/2	1 1/2	M	2 1/2		1918 2 ton	8 1/2	1 1/2	M	1 1/2		1916 SF-7	8 1/2	1 1/2	1 1/2		
	1920 4		8 1/2	1 1/2	2 1/2			1916 38C-4	8 1/2	1 1/2	M	2 1/2		1916 3 ton	8 1/2	1 1/2	M	1 1/2		1917 ED	8 1/2	1 1/2	1 1/2		
	1920		8 1/2	1 1/2	2 1/2			1916 48B-4	8 1/2	1 1/2	M	2 1/2		1917 3 ton	8 1/2	1 1/2	M	1 1/2		1917 SF-7	8 1/2	1 1/2	1 1/2		
	1917 90		8 1/2	1 1/2	1 1/2			1916 66A-4	8 1/2	1 1/2	M	2 1/2		1918 3 ton	8 1/2	1 1/2	M	1 1/2		1918 EG	8 1/2	1 1/2	1 1/2		
	1918 1200		9 1/2	1 1/2	2 1/2			1917 38C-4	8 1/2	1 1/2	M	2 1/2		1918 25	8 1/2	1 1/2	M	1 1/2		1918 EH	8 1/2	1 1/2	1 1/2		
	1918 90 P L D		8 1/2	1 1/2	2 1/2			1917 48B-4	8 1/2	1 1/2	M	3 1/4		1918 35	8 1/2	1 1/2	M	1 1/2		1918 SH	8 1/2	1 1/2	1 1/2		
	1918 85-6B		9 1/2	1 1/2	2 1/2			1917 66A-4	8 1/2	1 1/2	M	3 1/4		1918 50	8 1/2	1 1/2	M	1 1/2		1919 EH	8 1/2	1 1/2	1 1/2		
Overland	1918 85-4		9 1/2	1 1/2	2 1/2		Pierce Arrow	1918 48B-5	8 1/2	1 1/2	M	3 1/4	Saxon	1915 A	7 1/2	8 1/2	M	1 1/2	Stutz	1919 EG	8 1/2	1 1/2	1 1/2		
	1918 88-6		9 1/2	1 1/2	2 1/2			1918 38C-5	8 1/2	1 1/2	M	3 1/4		1915 Six	7 1/2	8 1/2	M	1 1/2		1919 SH	8 1/2	1 1/2	1 1/2		
	1918 89-6		9 1/2	1 1/2	2 1/2			1918 66A-5	8 1/2	1 1/2	M	3 1/4		1915 S	7 1/2	8 1/2	M	1 1/2		1920	8 1/2	1 1/2	1 1/2		
	1919 90		7 1/2	1 1/2	1 1/2			1919 38C-4	8 1/2	1 1/2	M	3 1/4		1916 S-2	7 1/2	8 1/2	M	1 1/2		1914 21	8 1/2	1 1/2	1 1/2		
	1919 83-BOE		7 1/2	1 1/2	1 1/2			1920 All	9 1/2	1 1/2	M	2 1/2		1917 S-4	9	1 1/2	M	1 1/2		1915 21	8 1/2	1 1/2	1 1/2		
	1916 G-A		8 1/2	1 1/2	2 1/2			1921	9 1/2	1 1/2	M	2 1/2		1917 B-5	9	1 1/2	M	1 1/2		1915 F	9	1 1/2	1 1/2		
	1917 G-A		8 1/2	1 1/2	2 1/2			1915 75	9 1/2	1 1/2	M	2 1/2		1917 B-14	9	1 1/2	M	1 1/2		1915 C	9	1 1/2	1 1/2		
	1916 G-B		8 1/2	1 1/2	2 1/2			1915 55	9 1/2	1 1/2	M	2 1/2		17-18 El 4	7 1/2	8 1/2	M	1 1/2		1916 E	9	1 1/2	1 1/2		
	1917 G-B		8 1/2	1 1/2	2 1/2			1916 6-45	9 1/2	1 1/2	M	2 1/2		1919 Y-18-6cy	7 1/2	8 1/2	M	1 1/2		1916 F	9	1 1/2	1 1/2		
	1918 O-36		10 1/2	1 1/2	2 1/2			1917 6-45	9 1/2	1 1/2	M	2 1/2		Sayers & Scoville Sayers Six Scripps-Booth	1919 B	7 1/2	8 1/2	M		1 1/2	1916 G	9	1 1/2	1 1/2	
1918 M		10 1/2	1 1/2	2 1/2		1918 6-45	9 1/2	1 1/2	M	2 1/2	1919	7 1/2	8 1/2		M	1 1/2	1916 R-4	9	1 1/2	1 1/2					
1919 W-42		10 1/2	1 1/2	2 1/2		1914 50	9 1/2	1 1/2	M	2 1/2	1919 B	7 1/2	8 1/2		M	1 1/2	1918 M-6	9	1 1/2	1 1/2					
1920 W-42		10 1/2	1 1/2	2 1/2		1915 50	9 1/2	1 1/2	M	2 1/2	1921 D.P.	8 1/2	8 1/2		M	2 1/2	1918 M-7	9	1 1/2	1 1/2					
Packard	1914 138		11 1/2	1 1/2	2 1/2		Premier	1915 6-50	9 1/2	1 1/2	M	2 1/2	Selden		1915 C	8 1/2	8 1/2	M	2 1/2	Sullivan	1918 M-9	9	1 1/2	1 1/2	
	1914 348		11 1/2	1 1/2	2 1/2			1916 651	9 1/2	1 1/2	M	2 1/2			1914 48	7 1/2	8 1/2	M	1 1/2		1919 E	9	1 1/2	1 1/2	
	1914 238		9 1/2	1 1/2	2 1/2			1916 6-56	9 1/2	1 1/2	M	2 1/2			1915 48	7 1/2	8 1/2	M	1 1/2		1916 16	8 1/2	1 1/2	1 1/2	
	1915 338		9 1/2	1 1/2	2 1/2			1917 6B	9 1/2	1 1/2	M	2 1/2			1915 49	7 1/2	8 1/2	M	1 1/2		1917 17	8 1/2	1 1/2	1 1/2	
	1914 448		9 1/2	1 1/2	2 1/2			1918 6C																	

Radiator Hose Sizes for Cars and Trucks from 1915 to 1921

[illegible]

CAR	Year	Model	RADIATOR HOSE SIZES		CAR	Year	Model	RADIATOR HOSE SIZES		CAR	Year	Model	RADIATOR HOSE SIZES		CAR	Year	Model	RADIATOR HOSE SIZES		CAR	Year	Model	RADIATOR HOSE SIZES	
			Upper	Lower				Upper	Lower				Upper	Lower				Upper	Lower					
Marmoon...	1921	B	1 1/2 x 3/4	1 1/2 x 1/2	Oldsmobile	1917	45	1 1/2 x 1 1/4	1 1/2 x 3/4	Peerless...	1915	EE	1 1/2 x 1 1/4	1 1/2 x 1 1/4	Revere...	1918	B	1 1/2 x 3/4	1 1/2 x 3/4	Stutz....	1917	R-4	2 1/2 x 1	1 1/2 x 1
	1916	34	1 1/2 x 3/4	1 1/2 x 3/4		1918	37	1 1/2 x 1 1/4	1 1/2 x 1 1/4		1915	54	1 1/2 x 1 1/4	1 1/2 x 1 1/4		1918	C	1 1/2 x 3/4	1 1/2 x 3/4	Templar...	1918	445	1 1/2 x 3/4	1 1/2 x 3/4
	1917	34	1 1/2 x 3/4	1 1/2 x 3/4		1918	45	1 1/2 x 1 1/4	1 1/2 x 1 1/4		1915	55	1 1/2 x 1 1/4	1 1/2 x 1 1/4	Roamer...	1921	4-75E	1 1/2 x 1 1/4	1 1/2 x 1 1/4		1921	445	1 1/2 x 3/4	1 1/2 x 3/4
	1918	34	1 1/2 x 3/4	1 1/2 x 3/4		1918	45-A	1 1/2 x 1 1/4	1 1/2 x 1 1/4		1916	56	1 1/2 x 1 1/4	1 1/2 x 1 1/4		1921	6-54E	1 1/2 x 1 1/4	1 1/2 x 1 1/4	Traffic....	1921	C	2 x 10 1/2	2 x 10 1/2
Mercer...	1914	35-G	1 1/2 x 9	1 x 13	Oneida, Tr	1921	All	1 1/2 x 9	1 x 13		1917	56	1 1/2 x 9	1 x 13	Rock Falls	1921	13, 14	1 1/2 x 9	1 x 13	Triangle...	1921	AA	2 x 17	2 x 17
	1914	H	1 1/2 x 9	1 x 13	Orleans...	1921	A, B, C	2-O.D.	1 1/2 O.D.		1917	56	1 1/2 x 9	1 x 13	Rolls-					Tulsa....	1918	D-1	2 1/2 x 10	2 1/2 x 10
	1914	M	1 1/2 x 9	1 x 13	Overland...	1915	80	2 1/2 x 1 1/2	2 1/2 x 6 1/2		1917	56	2 1/2 x 1 1/2	2 1/2 x 6 1/2	Royce...	1921	40, 50	1 1/2 x 12	1 1/2 x 12		1919	D-1	2 1/2 x 10	2 1/2 x 10
	1914	35K	1 1/2 x 9	1 x 13		1915	81	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2	Sayers Six	1921	D P	1 1/2 x 12	1 1/2 x 12	Twin City	1921	E, 1-2-3	2 x 2	2 x 2
	1914	350	1 1/2 x 9	1 x 13		1915	82	1 1/2 x 9	1 1/2 x 7 1/2		1918	56	1 1/2 x 9	1 1/2 x 7 1/2	Scripps									
	1915	22-70	1 1/2 x 9	1 1/2 x 4 1/2		1916	75	1 1/2 x 9	1 1/2 x 5 1/2		1918	56	1 1/2 x 9	1 1/2 x 5 1/2	Booth...	1921	B	1 1/2 x 1	1 x 1	Velie....	1915	15-Ser-15	1 1/2 x 9 1/2	1 1/2 x 9 1/2
	1916	22-72	1 1/2 x 9	1 1/2 x 4 1/2		1917	85-6	1 1/2 x 9	1 1/2 x 4 1/2		1918	56	1 1/2 x 9	1 1/2 x 4 1/2	Seneca...	1918	A	2 x 13 1/2	2 x 13 1/2		1916	22-Ser-22	1 1/2 x 9 1/2	1 1/2 x 9 1/2
	1917	32-73	1 1/2 x 9	1 1/2 x 4 1/2		1916	83	2 1/2 x 1 1/2	2 1/2 x 6 1/2		1918	56	2 1/2 x 1 1/2	2 1/2 x 6 1/2	Skelton...	1921	35	2 1/2 x 10 1/2	2 1/2 x 10 1/2		1916	B well-27	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1918	22-74	1 1/2 x 9	1 1/2 x 4 1/2		1917	90	1 1/2 x 8 1/2	1 1/2 x 5 1/2		1918	56	1 1/2 x 8 1/2	1 1/2 x 5 1/2	Standard	1916	F-8	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1917	B well-27	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Meteor Pa	1921	R, RR	1 1/2 x 4	1 1/2 x 4 1/2		1918	90 P L D	1 1/2 x 8 1/2	1 1/2 x 5 1/2		1918	56	1 1/2 x 8 1/2	1 1/2 x 5 1/2		1917	F-8	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1916	B well-28	3 1/2 x 9 1/2	1 1/2 x 1
Meta....	1921	1921	1 1/2 x 14	1 x 12	Ow-Mag...	1918	O-36	1 1/2 x 10 1/2	1 1/2 x 3		1918	56	1 1/2 x 10 1/2	1 1/2 x 3		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1917	B well-28	1 1/2 x 9 1/2	1 1/2 x 9 1/2
Mitchell...	1915	Lt-4	1 1/2 x 11	1 1/2 x 12		1918	M-25	1 1/2 x 6 1/2	1 1/2 x 7 1/2		1918	56	1 1/2 x 6 1/2	1 1/2 x 7 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1915	Lt-6	1 1/2 x 11	1 1/2 x 12		1919	W-42	2 x 5 1/2	1 1/2 x 12 1/2		1918	56	2 x 5 1/2	1 1/2 x 12 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1917	C-42	2 x 7 1/2	1 1/2 x 12	Packard...	1914	138	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1917	D-40 Sp	2 x 5 1/2	1 1/2 x 13		1914	348	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1918	C-42	2 x 8 1/2	1 1/2 x 12		1914	238	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1918	D-40	2 x 6	1 1/2 x 13		1915	338	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1921	F-40	1 1/2 x 7 1/2	1 1/2 x 5 1/2		1914	448	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1921	F-42	1 1/2 x 5 1/2	1 1/2 x 7 1/2		1915	548	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Moline...	1915	MK-50	2 1/2 x 5 1/2	2 1/2 x 7 1/2		1915	212	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1915	MK-40	2 1/2 x 5 1/2	2 1/2 x 7 1/2		1915	6-36	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1916	MK-40	2 1/2 x 5 1/2	2 1/2 x 7 1/2		1915	6-48	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1917	MK-50	2 1/2 x 5 1/2	2 1/2 x 7 1/2		1915	6-48	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1918	40C	2 1/2 x 5 1/2	2 1/2 x 7 1/2		1918	3-25	1 1/2 x 9	1 1/2 x 8 1/2		1918	56	1 1/2 x 9	1 1/2 x 8 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Monitor...	1921	B50, 51, 52	1 1/2 x 11	1 1/2 x 16 1/2	Paige....	1918	3-35	1 1/2 x 9	1 1/2 x 10 1/2		1918	56	1 1/2 x 9	1 1/2 x 10 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Moon....	1917	6-43	1 1/2 x 12	1 1/2 x 14		1918	3-35	1 1/2 x 12	1 1/2 x 14		1918	56	1 1/2 x 12	1 1/2 x 14		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1918	6-36	2 1/2 x 8	2 1/2 x 10		1918	3-35	2 1/2 x 8	2 1/2 x 10		1918	56	2 1/2 x 8	2 1/2 x 10		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1918	6-66	2 1/2 x 12	2 1/2 x 10		1918	3-35	2 1/2 x 12	2 1/2 x 10		1918	56	2 1/2 x 12	2 1/2 x 10		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1921	6-48, 6-68	1 1/2 x 10	1 1/2 x 12		1918	3-35	1 1/2 x 10	1 1/2 x 12		1918	56	1 1/2 x 10	1 1/2 x 12		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Moore....	1919	30-C	3 x 9	3 x 9 1/2		1918	3-35	3 x 9	3 x 9 1/2		1918	56	3 x 9	3 x 9 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Mutual Tr.	1921	2A, 2AP	1 1/2 x 1	1 1/2 x 1		1918	3-35	1 1/2 x 1	1 1/2 x 1		1918	56	1 1/2 x 1	1 1/2 x 1		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Nash Six.	1918	681	1 1/2 x 7	1 1/2 x 1 1/2		1918	3-35	1 1/2 x 7	1 1/2 x 1 1/2		1918	56	1 1/2 x 7	1 1/2 x 1 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
	1918	671	1 1/2 x 7	1 1/2 x 1 1/2		1918	3-35	1 1/2 x 7	1 1/2 x 1 1/2		1918	56	1 1/2 x 7	1 1/2 x 1 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
National	1921	SerBBSex	1 1/2 x 7	1 1/2 x 1 1/2		1918	3-35	1 1/2 x 7	1 1/2 x 1 1/2		1918	56	1 1/2 x 7	1 1/2 x 1 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Nelson &	1921	FT 1 1/2, 2 1/2	1 1/2 x 7	1 1/2 x 1 1/2		1918	3-35	1 1/2 x 7	1 1/2 x 1 1/2		1918	56	1 1/2 x 7	1 1/2 x 1 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Le Mnoo	1921	3 1/2, 5	1 1/2 x 7	1 1/2 x 1 1/2		1918	3-35	1 1/2 x 7	1 1/2 x 1 1/2		1918	56	1 1/2 x 7	1 1/2 x 1 1/2		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2
Noble Tr.	1921	A-21	2 1/2 x 1	1 1/2 x 1	Pan Am...	1921	6-55-E	2 x 7 1/2	2 x 11		1918	56	2 x 7 1/2	2 x 11		1918	G	1 1/2 x 7 1/2	1 1/2 x 7 1/2		1918	38	1 1/2 x 9 1/2	1 1/2 x 10 1/2

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Achilles Rubber & Tire Co., Binghamton, N. Y., June 15, 1922	Cord N.S. R.&G.T.	17.75 2.15	18.50 2.20	21.00 2.70	28.75 2.85	30.75 3.50	31.75 3.60	32.75 3.70	33.75 3.80	41.00 4.60	42.25 4.70	43.50 4.80	44.75 4.95	46.00 5.15	48.00 5.50	51.00 5.75	54.00 6.00	83.00 10.00	125.00 15.00
Acme Rubber Mfg. Co., Trenton, N. Y. (6000) Aug. 15th, 1922	P. & Kam Tread N.S. Hemisphere N.S. Cord N.S. R.T.	..... ..... ..... .....	c11.00 2.40	c13.00 c15.00 \$16.00 2.90	*16.00 *18.00 d23.00 3.10	c21.00 *23.00 d26.00 3.60	*22.00 *24.00 d30.00 3.70	*23.00 *25.00 d30.00 3.80	*24.00 *26.00 d31.00 4.00	*30.00 *33.00 d35.00 4.80	d31.00 *32.00 d36.00 4.90	*32.00 *35.00 d37.00 5.00	*33.00 *36.00 d38.00 5.10	*34.00 *37.00 d43.00 5.40	..... ..... d47.00 6.00	*40.00 *42.00 d49.00 6.30	*44.00 *48.00 d51.00 6.40	..... ..... d72.00 11.10	..... ..... d90.00 16.00
Advance Rubber Co. 21 Gardner Ave., Brooklyn, N. Y., Aug. 15, 1922	"Top Notch" Cord N.S. G.T.	..... .....	..... .....	d18.00 2.80	..... .....	d29.40 3.45	d32.40 3.65	d33.40 3.80	d34.25 4.00	d41.90 4.65	d42.85 4.75	d43.90 4.90	..... .....	d46.15 5.30	d52.15 5.70	d54.75 6.00	..........	..........	..........
Ajax Rubber Co. 220 W 57th St., N. Y. C. Aug. 1, 1922	N.S. Road King N.S. Cord N.S. G.T. R.T.	c10.30 1.85 2.30	c 9.75 c11.40 1.95 2.45	c10.65 c12.50 \$14.65 2.90	d15.70 d17.95 d22.95 3.05	c18.65 d20.85 d26.45 3.55	d20.85 d21.95 d29.15 3.80	d21.95 d22.40 d30.85 3.90	d22.40 d23.85 d37.70 4.10	d26.90 d27.80 d37.70 4.20	d27.80 d28.75 d38.55 4.35	d28.75 d29.50 d39.50 4.45	d30.10 d30.40 d40.70 4.50	d30.40 d33.45 d41.55 4.70	d33.45 d35.20 d46.95 5.15	d35.20 d37.35 d49.30 5.40	d37.35 d38.55 d51.85 5.60	..... ..... ..... 6.20	..... ..... ..... 6.55
Allen Tire & Rubber Co., Allentown, Pa. Nov. 15, 1921	Ribbed N.S. "Allen Vacuum Tread" Cord N.S. G.T. R.T. Cord Red T.	..... ..... ..... ..... .....	c11.85 c12.35 2.00 2.40 2.64	c14.20 c14.75 c18.00 2.25 2.80 3.08	d18.60 d19.15 d25.50 2.55 3.10 3.40	c21.40 d22.00 d29.40 3.10 3.50 3.85	d24.80 d25.45 d32.40 3.25 3.70 4.07	d26.10 d26.80 d33.40 3.50 3.85 4.25	d26.65 d27.35 d34.25 3.60 4.00 4.40	d33.40 d34.05 d41.90 4.20 4.75 5.25	d34.60 d35.20 d42.85 4.35 4.90 5.40	d35.70 d36.25 d43.90 4.65 5.10 5.60	d36.90 d37.90 4.80 5.25 5.75	*37.80 *38.60 4.90 5.40 5.90	d41.90 d42.80 d52.15 5.10 5.70 6.20	d44.20 d45.10 d54.75 5.30 6.00 6.60	d46.00 d46.90 5.70 6.30 6.90	..... ..... ..... ..... ..... .....
Amazon Rubber Co., Akron, O. Aug. 7, 1922	Cord N.S. Heavy Duty Cord N.S. N.S. G.T. R.T.	..... ..... c 9.60 2.10 2.45	c12.75 c15.95 c 9.75 2.15 2.50	c14.50 c15.95 c10.50 2.45 2.90	d21.50 d23.85 d20.65 2.80 3.05	d26.45 d26.65 d20.65 3.35 3.40	d26.00 d29.15 3.45 3.75	d27.50 d30.05 3.60 3.85	d28.00 d30.85 3.75 4.00	d37.70 d38.55 4.40 4.65	d38.55 d39.50 4.55 4.80	d39.50 d40.70 4.65 4.90	d40.70 d41.55 4.70 5.10	d41.55 d46.95 4.85 5.35	d46.95 d49.30 5.40 5.70	d49.30 d51.85 5.65 6.00	d51.85 d70.25 5.90 11.65	..............................	..............................
American Tire Corp., Niles, Ohio July 20, 1922	N.S. Standard Cord Super-Size Cord	..... ..... .....	\$10.25 \$12.75	\$13.00 \$13.50 \$15.95	\$16.30 \$18.75 \$22.95	\$20.65 \$22.35 \$26.45	\$21.40 \$24.20 \$29.15	\$22.35 \$25.45 \$30.05	\$22.85 \$25.95 \$30.85	\$28.39 \$29.33 \$37.70	\$29.33 \$30.31 \$38.55	\$30.31 \$31.71 \$39.50	\$31.71 \$32.13 \$40.70	\$32.13 \$34.39 \$41.55	\$34.39 \$35.92 \$46.95	\$35.92 \$37.49 \$49.30	\$37.49 \$51.85.....	...............	...............
Armstrong Rubber Co., Gerfield, N. J. Sept. 1, 1922	Cord Rbd. Cord N.S. R.T.	..... ..... .....	c15.00 2.20	c15.95 d15.95 2.35	d24.10 d24.10 2.50	d27.75 d27.75 2.90	d30.60 d31.55 3.10	d31.55 *32.40 3.15	d39.60 d40.50 3.30	d40.50 *41.50 4.00	d41.50 *42.75 4.15	d41.50 *44.00 4.35	d42.75 *44.00 4.40	d44.00 d49.30 4.80	d49.30 *51.75 5.00	d51.75 *52.50 5.25	...............	...............	...............
Ashland Tire & Rubber Co., Ashland, Ohio May 14, 1922	"Ashland" Cord. "Leviathan" Cord. "Ashland" Fabric "Leviathan" Fabric G.T. R.T.	..... ..... ..... ..... ..... .....	..... ..... 11.00 10.00 1.95 2.40	20.00 18.00 13.95 11.75 2.20 2.80	26.30 24.20 19.85 17.20 2.40 2.95	..... ..... 21.90 18.90 3.05 3.45	33.50 31.10 32.20 25.10 21.70 3.15	34.40 32.40 30.00 26.50 22.65 3.30	35.00 33.00 27.25 23.40 3.45 3.80	42.70 37.90 38.65 39.75 4.10 4.65	43.65 38.65 39.75 40.80 4.25 4.75	44.85 39.75 40.80 4.30 4.90	45.90 40.80 4.35 5.10	46.60 4.55 5.30	54.00 5.05 5.70	56.60 49.75 5.25 6.00	58.90 5.50 6.35	..... ..... ..... ..... ..... .....
Badger Rubber Wks., Milwaukee, Wisc. Aug. 1, 1922	Beaver Fbr. Badger N.S. Badger Cord N.S. G.T.	..... ..... ..... .....	c 9.90 2.00	c12.50 c16.50 d22.95 2.25	d16.50 d22.95 2.55	c19.00 d26.45 3.10	d20.50 d29.15 3.25	d21.50 d30.85 3.40	d22.50 d30.85 3.55	d37.70 d38.55 4.10	d38.55 d39.50 4.20	d39.50 4.30	..... ..... .....	..... ..... .....	d46.95 5.00	d49.30 5.25	...............	...............	...............
Beacon Tire Co., Beacon, N. Y. Dec. 1, 1921	"Rib Skid" G.T. R.T. "Red Seal" Cord Oversize G.T. Oversize R.T.	c10.25 1.70 2.10	c11.00 1.75 2.15 c15.65 2.20 2.55	c12.85 2.05 2.50 c18.60 2.75 3.00	d16.40 2.30 2.65 d26.00 2.95 3.30	c16.55 2.75 3.00	d17.20 2.85 3.20 d32.65 3.75 4.05	d19.10 2.95 3.30 d34.00 3.80 4.25	d20.55 3.10 3.40 d34.65 3.85 4.40	..... ..... ..... d39.35 4.55 4.95	..... ..... ..... d40.65 4.60 5.10	..... 3.80 4.25 d42.00 4.70 5.20	..... 3.85 4.40 d43.35 4.80 5.35	..... 4.05 4.60 ..... ..... .....	..... 4.70 5.20 d51.35 5.75 6.45	..... 5.20 5.50 d52.00 6.15 6.80	..... 5.50 6.55 d52.65 7.20 .....	..... ..... ..... ..... ..... .....
Bergen Rubber Co., Rutherford, N. J.	R.T.	.....	2.40	2.80	2.95	3.45	3.65	3.80	4.00	4.65	4.75	4.90	5.10	5.30	5.70	6.00	6.30	.....	.....
Bergougnan Rubber Corp., Trenton, N. J. Dec. 1 1921	N.S. Cord N.S. R.T.	..... ..... .....	11.50 2.50	14.45 18.90 2.95	15.05 26.75 3.10	17.00 30.85 3.60	c17.90 34.00 3.85	d21.50 35.05 4.00	d22.60 35.95 4.20	d23.60 44.00 4.90	d29.00 45.00 5.00	d29.95 46.10 5.15	d31.00 47.45 5.35	d32.45	d33.00 54.75 6.00	d36.35 57.50 6.30	d38.60	d40.90..........	...............
Better Tires Co., Chicago, Ill. July 5, 1922	8,000 Durval Rand Fabric N.S. N.S. 8,000 Kingston G.T. R.T. 9,000 Sexton N.S. 12,000 Clinton Cord 10,000 Douglas Cord 10,000 Andover Fabrics N.S. 12,000 Cameron Cord 8,000 Homestead N.S. Templeton Cord N.S. Stratford N.S.	c10.85 9.90 1.95 2.20	c11.20 10.30 1.95 2.25 c11.65 c12.15 c10.65 9.65	c12.95 11.60 2.25 2.55 c13.30 c18.75 c16.60 c14.40 c18.25 c12.80 9.65	d16.45 15.05 2.55 2.75 d17.00 d25.90 d23.30 d18.85 d25.20 d15.70 27.40 10.45	c17.90 15.05 3.10 3.35 c20.15 d30.25 d29.00 d29.70 d29.50 c17.60 33.40	d21.50 19.60 3.25 3.55 d23.00 d33.45 d29.70 d24.75 d32.05 d20.80 34.85	d22.60 20.65 3.35 3.70 d23.95 d34.75 d31.20 d26.00 d33.65 d22.00 35.90	d23.60 21.20 3.50 3.80 d25.30 d34.75 d31.20 d26.50 d34.90 d22.70 36.85	d29.00 43.85 4.05 4.15 d39.35 d40.65 d37.20 d30.05 d37.85 39.40	d29.95 44.05 4.15 4.35 d40.65 d42.00 d37.20 d31.00 d39.05 40.35	d31.00 29.60 4.15 4.45 d42.00 d43.35 d40.65 d38.40 d33.00 d39.95	d32.45 30.95 4.25 4.55 d43.35 d44.60 d41.65 d40.70 d33.90 d41.25	d33.00 31.40 4.35 4.65 d42.55 d48.10 d46.40 d37.30 d47.65	d36.35 38.25 4.60 5.15 d50.65 d53.30 d47.40 d39.50 d50.15	d38.60 36.25 5.30 5.85 d53.30 d50.30 d47.40 d39.50 d52.75	d40.90 38.50 6.00 6.50 d53.30 d50.30 d47.40 d39.50 d52.75	..... ..... ..... ..... ..... ..... ..... ..... ..... .....
Black Hawk Tire & Rubber Co., Des Moines, Iowa Aug. 1, 1922	"Moccasin" N.S. P. "Redskin" G.T. "Moccasin Chief" Cord	..... ..... ..... ..... .....	c 9.00 c 8.60 1.90	c11.50 9.50 2.25	d14.25 2.55 d19.55	c16.50 3.10	d20.50 3.20	d21.40 3.35	d21.80 3.50	d27.15 4.05	d28.10 4.20	d29.00 4.25	d30.35 4.30	d30.75 4.55	..... 5.00	d36.15 5.20	d39.00 5.45	...............	...............

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Blekire Tire & Rubber Co., St. Paul, Minn. Nov. 1, 1921	7,500/Rbd miles N.S. G.T. R.T. 10,000 miles Cord N.S.	13.60 14.20 2.20 2.40 24.60	16.30 16.90 2.50 2.95 32.55	20.05 20.65 3.00 3.15 32.55	22.80 23.50 3.45 3.70 40.60	26.85 27.45 3.60 3.90 40.60	28.20 28.95 3.70 4.05 41.70	28.80 29.55 3.85 4.20 42.90	36.10 36.85 4.60 4.90 45.75	37.15 37.80 4.90 5.10 46.95	38.35 39.15 4.95 5.25 48.25	40.20 40.90 5.20 5.40 49.35	40.80 41.65 5.25 5.50 50.55	44.55 45.40 5.65 6.00 57.10	47.10 48.00 5.95 6.45 59.95	50.10 51.00 6.10 6.85 62.65			
Braender Rubber & Tire Co., Rutherford, N.J. Jan. 16, 1922	"Bull Dog" Fabric Cord G.T. Cord R.T.	c13.00 c18.00 2.10 2.40	c13.75 c18.00 2.25 2.80	d19.15 d25.50 2.55 2.95	e21.35 e29.40 3.10 3.45	d24.95 d32.40 3.20 3.65	d26.30 d33.40 3.35 3.80	d26.85 d34.25 3.50 4.00	d33.40 d41.90 4.05 4.65	d42.85 d49.00 4.20 4.75	d43.90 d50.90 4.25 4.90	d45.20 d52.15 4.30 5.10	d46.15 d53.15 4.55 5.30	d52.15 d59.15 5.00 6.00	d54.75 d61.75 5.20 6.35	d57.60 d64.60 5.45 6.55	d78.55 d85.55 8.50 10.50	d113.85 d120.85 11.60 14.00	
Brunswick-Balke-Collender Co., Chicago, Ill. August 1, 1922.	Suburban Fbr. B. B. C. Fbr. Cord Flat Tr. Suburban T. G. T.	11.05 11.30 1.70 2.45	13.05 13.30 1.80 2.45	16.50 16.50 2.00 2.90	18.75 18.75 2.20 3.05	21.45 21.45 2.40 3.30	22.60 22.60 2.60 3.40	22.95 22.95 2.70 3.60	28.10 28.10 3.00 4.20	29.25 29.25 3.10 4.35	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45	30.50 30.50 3.20 4.45
Butler Bros. 426 Randolph St., Chicago, Ill.	(7,500) "Universal" Cord N.S. (6,000) "Gorilla" N.S. Rbd. G.T. R.T.	c 6.50 c 6.25 1.10 1.30	c 7.95 c 7.50 1.20 1.45	d19.85 d10.55 1.65 1.80	e11.50 e11.00 1.95 2.20	d25.25 d13.40 2.00 2.35	d26.00 d14.15 2.10 2.45	d26.75 d14.55 2.20 2.50	d30.75 d18.35 2.45 2.85	d32.25 d20.35 2.60 3.00	d32.75 d22.00 2.75 3.15	d32.75 d22.00 2.75 3.15	d32.75 d22.00 2.75 3.15	d32.75 d22.00 2.75 3.15	d39.75 *24.65 3.25 3.65	d43.75 *26.00 3.50 4.25			
Canton-Blackstone Co., Youngstown, O. June 19, 1922	Ribbed N.S. Cord N.S. Canton "Blackstone" T	c12.00 c12.35 2.00	c13.75 c13.75 2.25	d19.15 d27.25 2.55	e21.35 e30.50 3.10	d24.95 d33.45 3.25	d26.30 d34.45 3.35	d26.85 d35.35 3.50	d33.40 d43.25 4.05	d42.85 d49.00 4.20	d43.90 d50.90 4.25	d45.20 d52.15 4.30	d46.15 d53.15 4.55	d52.15 d59.15 5.00	d54.75 d61.75 5.20	d57.60 d64.60 5.45	d78.55 d85.55 8.50	d113.85 d120.85 11.60	
Carlisle Tire Corp., Stamford, Conn. June 1, 1922	Lightning Tread Tubes	2.75	3.10	3.40	3.80	4.05	4.25	4.40	5.10	5.30	5.40	5.60	5.90	6.30	6.65	6.90			
Carlisle Tire & Rubber Co., Carlisle, Pa. May 10, 1922	"Carmojo" (G.T.) "Carmojo De Luxe" (R. & G. T.)	1.80 1.95 2.20 2.30	2.00 2.15 2.50 2.70	2.10 2.25 2.70 2.90	2.50 2.70 3.20 3.30	2.60 2.80 3.40 3.50	2.65 2.85 3.45 3.60	2.70 2.90 3.50 3.70	3.15 3.40 4.00 4.40	3.20 3.45 4.20 4.60	3.25 3.55 4.25 4.70	3.30 3.60 4.30 4.80	3.35 3.65 4.40 4.90	3.55 3.85 4.70 5.30	3.70 4.00 4.90 5.50	3.80 4.15 5.05 5.70			
Century Rubber Works April 1, 1922 Cicero, Ill.	"Atlas" N.S. Fibre "Century" N.S. Fbr. N.S. Cord Tubes	9.85 10.95 1.90	12.35 13.75 2.25	17.25 19.15 2.55	19.22 21.35 3.10	22.45 24.95 3.20	23.65 26.30 3.35	24.15 26.85 3.50	41.90 42.85 4.05	42.85 43.90 4.20	43.90 45.20 4.25	45.20 46.15 4.30	46.15 47.60 4.35	47.60 48.00 4.40	52.15 54.75 5.00	54.75 57.60 5.20	57.60 60.75 5.45		
Cleveland Rubber Corp., Cleveland, O., Dec. 12, 1921	Cord N.S. R.T.	c22.00 3.35	d26.70 3.50		d33.60 4.25	d34.70 4.40	d35.70 4.50	d44.15 5.25	d45.20 5.40	d46.35 5.55	d47.70 5.80	d48.00 5.80	d49.00 5.80	d50.00 5.80	d51.00 5.80	d52.00 5.80	d53.00 5.80	d54.00 5.80	d55.00 5.80
Climax Rubber Co., Columbus, O. Jan. 16, 1922	G.T. R.T.	1.75 2.25	1.85 2.35	2.20 2.75	2.50 2.90	3.00 3.35	3.15 3.65	3.30 3.75	3.40 3.90	4.00 4.55	4.10 4.65	4.20 4.85	4.25 5.05	4.50 5.25	4.90 5.60	5.25 5.95	5.35 6.25		
Coast Tire & Rubber Co., Oakland, Calif. Aug. 10, 1922	Scout 49 N.S. "Coast Ranger" Cord N.S. N.S. Cord N.S. Heavy G. T.	c 9.49 c12.75 2.40	c10.49 c14.95 2.80	c12.75 c18.95 3.10	c22.15 c20.65 3.50	d22.15 d20.65 3.50	d22.35 d20.85 3.50	d22.85 d21.15 3.50	d30.85 d30.85 3.50	d37.70 d38.55 4.05	d38.55 d39.60 4.10	d39.60 d40.70 4.15	d40.70 d41.55 4.20	d41.55 d42.40 4.25	d42.40 d43.90 4.30	d43.90 d45.20 4.35	d45.20 d46.15 4.40	d46.15 d47.60 4.45	d47.60 d48.00 4.45
Columbia Tire & Rubber Co., Mansfield & Columbiana, Ohio, Aug. 7, 1922 Aug. 7, 1922	"Columbia" N.S. "Columbia" Cord N.S. "Apex" Fbr. G.T. R.T.	e10.25 7.85 1.95 2.40	c10.90 c14.65 2.30 2.80	d16.30 d22.95 2.60 2.95	e20.65 d26.45 3.10 3.50	d21.20 d29.15 3.20 3.60	d22.35 d30.05 3.35 3.70	d22.85 d30.85 3.50 3.85	d30.85 d37.70 4.05	d37.70 d38.55 4.10	d38.55 d39.60 4.15	d39.60 d40.70 4.20	d40.70 d41.55 4.25	d41.55 d42.40 4.30	d42.40 d43.90 4.35	d43.90 d45.20 4.40	d45.20 d46.15 4.45	d46.15 d47.60 4.50	d47.60 d48.00 4.50
Columbus Tire & Rubber Co., Columbus, O. April 25, 1922	N.S. Cord N.S. & Rbd. G.T.	c12.35 c19.95 2.10	c14.75 c25.50 2.45	c22.00 d25.50 2.55	e22.00 d32.40 3.10	d25.45 d33.40 3.20	d26.80 d34.25 3.35	d27.35 d34.25 3.50	d41.90 d42.85 4.05	d42.85 d43.90 4.10	d43.90 d45.20 4.15	d45.20 d46.15 4.20	d46.15 d47.60 4.25	d47.60 d48.00 4.30	d48.00 d49.30 4.35	d49.30 d50.75 4.40	d50.75 d52.15 4.45	d52.15 d53.55 4.50	d53.55 d54.95 4.55
Combination Rubber Mfg. Co., Bloomfield, N. J. Aug. 15, 1922 "Viking"	Fabric Cord G.T. R.T.	c10.70 c16.20 1.90 2.40	c14.90 c22.95 2.25 2.80	d17.75 d22.95 2.55 2.95	e20.65 d26.45 3.10 3.45	d22.90 d29.15 3.20 3.65	d24.10 d30.05 3.35 3.80	d24.60 d30.85 3.50 4.00	d30.85 d37.70 4.05	d37.70 d38.55 4.10	d38.55 d39.60 4.15	d39.60 d40.70 4.20	d40.70 d41.55 4.25	d41.55 d42.40 4.30	d42.40 d43.90 4.35	d43.90 d45.20 4.40	d45.20 d46.15 4.45	d46.15 d47.60 4.50	d47.60 d48.00 4.50
Continental Rubber Works, Erie, Pa. Aug. 1, 1922	"Vitalio" Cord Fabric G.T. R.T. Extra Heavy R.T. Dbl. Weight G.T.	c11.40 1.80 2.30 2.75	c17.00 c13.00 2.25 2.80 3.35	d16.90 d16.90 2.55 2.95 3.55	e21.35 d22.45 3.10 3.45 4.15	d22.45 d23.65 3.20 3.55 4.25	d23.65 d24.15 3.25 3.60 4.30	d24.15 d24.60 3.30 3.65 4.40	d30.85 d37.70 4.05	d37.70 d38.55 4.10	d38.55 d39.60 4.15	d39.60 d40.70 4.20	d40.70 d41.55 4.25	d41.55 d42.40 4.30	d42.40 d43.90 4.35	d43.90 d45.20 4.40	d45.20 d46.15 4.45	d46.15 d47.60 4.50	d47.60 d48.00 4.50
Cord Tire Corp., Chester, W. Va., Aug. 1, 1922	"Superior" Cord N.S.	c16.95	d25.50	d31.50	d32.95	d33.95	d34.90	d38.50	d39.45	d40.40	d41.60	d42.85	d43.90	d45.20	d46.15	d47.60	d48.00	d49.30	d50.75
Corona Cord Tire Co., East Butler, Pa. Aug. 25, 1922	Oversize N.S. G.T. R.T.	e56.55 2.80 2.25	e55.95 2.95 2.55	d22.95 2.65 2.10	d26.65 3.45 3.10	d29.55 3.65 3.20	d30.05 3.80 3.35	d35.85 4.00 3.50	d37.75 4.65 4.05	d58.55 4.75 4.20	d39.50 4.90 4.25	d40.70 5.10 4.30	d41.55 5.30 4.45	d42.40 5.45 4.55	d43.90 5.55 4.60	d45.20 5.65 4.65	d46.15 5.70 4.70	d47.60 5.80 4.75	d48.00 5.80 4.75
Cumberland Tire & Rubber Co., Louisville, Ky. Dec. 1, 1921	Cord N.S. Cord R.T. Cord G.T.	c18.00 2.80 2.25	d25.50 2.55 3.10	d29.40 2.90 3.30	d32.40 3.45 3.75	d33.40 3.55 3.95	d34.25 3.70 4.10	d41.90 3.90 4.30	d42.85 4.05 4.40	d43.90 4.10 4.50	d45.20 4.15 4.55	d46.15 4.20 4.60	d47.60 4.25 4.65	d48.00 4.30 4.70	d49.30 4.35 4.75	d50.75 4.40 4.80	d52.15 4.45 4.85	d53.55 4.50 4.90	d54.95 4.55 4.95
Cupples Co., St. Louis, Mo. July 19, 1922	F. S. Cord N.S. Oversize Cords R.T. G.T.	c11.50 c15.20 2.40 1.90	c12.50 c15.20 2.80 2.25	d16.15 d21.85 2.95 2.55	e15.20 d24.30 3.45 3.10	d20.45 d25.20 3.70 3.20	d21.85 d26.40 3.80 3.35	d22.25 d27.45 4.00 3.50	d24.30 d33.55 4.05	d25.20 d34.45 4.10	d26.40 d35.55 4.15	d27.45 d36.70 4.20	d28.90 d37.75 4.25	d29.40 d38.55 4.30	d30.85 d39.60 4.35	d32.25 d40.70 4.40	d33.65 d41.55 4.45	d35.05 d42.40 4.50	d36.45 d43.90 4.55
Curtis Tire & Rubber Co., Rochester, N. Y. Nov. 21, 1921	Cord Rbd. & N.S. Fabric N.S. G.T. R.T.	12.60 2.40 3.00	17.65 3.00 3.45	20.25 3.25 3.75	23.75 3.85 4.20	27.55 4.05 4.45	28.40 4.15 4.65	29.00 4.20 4.80	34.95 5.10 5.60	45.90 5.25 5.80	46.95 5.35 5.95	48.40 5.45 6.15	50.25 5.55 6.45	53.95 5.65 6.95	55.90 5.75 7.35	58.45 5.85 7.70	61.00 5.95 8.10	63.55 6.05 8.50	66.10 6.15 8.90
Dayton Airless Tire Co., Dayton, O., Feb. 1, 1922	P. or Rbd. N.S.	18.25 19.25	22.00 22.75																
Dayton Rubber Mfg. Co., Dayton, O. Dec. 5, 1921	P. N.S. Cord N.S. G.T. R.T.	c10.20 c10.80 2.40 2.70	c12.75 c13.50 2.75 3.10	d18.30 d18.30 3.00 3.30	e21.25 d25.95 3.55 3.85	d25.25 d29.50 3.70 4.00	d26.50 d32.75 3.80 4.10	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20	d27.25 d34.95 4.00 4.20
Delion Tire & Rubber Co., Baltimore, Md. Nov. 21, 1921	(10,000) Cord N.S. Cord Rbd. R. & G.T. Cord T	18.30 2.00 2.25 2.80	25.75 2.25 2.55 3.10		32.50 3.25 3.50 3.70	33.50 3.35 3.60 3.85	34.50 3.45 3.70 4.00	42.70 4.05 4.30 4.75	43.75 4.10 4.35 4.80	44.80 4.15 4.40 4.85	45.85 4.20 4.45 4.90	46.90 4.25 4.50 4.95	47.95 4.30 4.55 5.00</						

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Denman-Myers Cord Tire Co., Cleveland, O., Nov. 21, 1921	Cord Rbd. & N.S. Cord G.T.	.....	.....	e27.55 4.25	d26.90 4.40	.....	d34.50 4.95	d35.10 5.40	d36.05 5.50	d43.50 6.25	d44.60 6.50	d46.05 6.75	d47.10 6.95	.....	d54.50 7.70	d57.10 7.90	.....	.....	.....
Diamond Rubber Co., Akron, O. (see also Goodrich & Co. B.F.) July 20, 1922	P. Double Diamond Tr. "Squegee" N.S. Diamond Fr. Cord "Squegee" Fr. Cord G.T. R.T.	.....	e 9.20 e 9.65 e10.25	e10.65 e13.00 e13.50	.....	e18.00 e20.65 e26.45	d21.20 d22.35 d29.15	d22.35 d30.05 d30.85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		.....	1.90 2.40	2.25 2.80	2.55 2.95	3.10 3.45	3.20 3.65	3.35 3.80	3.50 4.00	4.05 4.65	4.20 4.75	4.25 4.90	4.30 5.10	4.41.55 5.30	5.00 5.70	5.20 6.00	d51.85 5.45 6.35	.....	.....
Doss Rubber & Tube Co., Atlanta, Ga. Nov. 10, 1921	P. N.S. Cord N.S. G.T. R.T. Comp. T. "Gregorian" { N.S. Cord N.S.	.....	13.15 15.45	16.45 18.45	20.50 23.20	23.30 27.45	26.69 30.69	28.00 32.35	29.00 33.10	34.80 39.40	40.65 43.70	42.10 44.85	43.50 45.80	45.80 50.10	50.10 51.50	51.50 55.90	53.30 55.90	.....	.....
		.....	2.15 2.65	2.55 3.10	2.90 3.30	3.45 3.75	3.55 3.95	3.70 4.10	3.90 4.30	4.50 5.00	4.65 5.15	4.75 5.30	4.80 5.50	5.05 5.75	5.55 6.15	5.80 6.50	6.05 6.85	6.05 6.85	.....
		.....	13.60 12.10	15.30 14.40	17.00 18.25	22.10 20.15	23.80 24.20	25.10 25.45	26.35 26.00	30.60 32.40	31.85 33.45	33.15 34.50	33.15 36.10	33.15 36.65	35.70 39.95	37.40 42.35	37.40 44.90	.....	.....
		.....	.....	17.95	29.60	.....	37.65	38.80	39.85	42.55	43.55	44.70	.....	.....	53.00	55.70	.....	.....	.....
Dural Rubber Corp., Flemington, N. J., Nov. 15, 1921	G.T. R.T.	2.35 2.70	2.45 2.80	2.75 3.10	3.00 3.35	3.70 4.05	3.80 4.15	3.90 4.25	4.00 4.35	4.90 5.25	5.00 5.35	5.10 5.45	5.25 5.60	5.40 5.75	6.10 6.45	6.25 6.60	6.50 6.85	10.40	13.55
Eckrode Rubber Co., Inc., Newark, N. J., Nov. 15, 1921	R.T.	.....	2.45	2.70	2.90	3.45	3.70	3.85	4.00	4.75	4.90	5.10	5.25	5.40	5.70	6.00	6.30	9.40	.....
Edison Tire & Rubber Co., Chicago, Ill. May 1, 1922	Fbr. N.S. Oversize Cord N.S. Heavy Duty Flat Tread Cord N.S. G.T. R.T.	.....	e10.95 \$19.80 e22.05 2.10 2.40	e13.75 d26.95 e22.05 2.40 2.80	d19.15 d26.95 e22.05 2.55 2.95	e21.35 d32.35 e22.05 3.10 3.45	d24.95 d35.65 e22.05 3.20 3.65	d26.30 d36.75 e22.05 3.35 3.80	d26.85 d37.60 e22.05 3.50 4.00	.....	.....	.....	.....	.....	d57.35	d56.00 5.20 6.00	4.00 5.45 6.35	.....	.....
Empire Tire & Rubber Corp., Trenton, N. J. Aug. 1, 1922	Fabric N.S. Cord N.S. G.T. R.T.	.....	e 9.65 e15.95 1.60 1.75	e10.65 e15.95 1.80 2.00	d16.30 d22.95 2.20 3.10	e20.65 e26.45 2.25 3.45	d21.20 d29.15 2.25 3.65	d22.35 d30.05 2.45 3.80	d22.85 d30.85 2.55 3.95	d37.70 d38.80 2.95 4.60	d38.55 d39.50 3.10 4.80	d40.70 d41.55 3.20 5.05	d41.55 d42.95 3.30 5.20	d42.95 d44.30 3.40 5.30	d44.30 d45.65 3.50 5.40	d45.65 d47.00 3.60 5.50	d47.00 d48.35 3.70 5.60	d48.35 d49.70 3.80 5.70	d49.70 d51.05 3.90 5.80
Erie Tire & Rubber Co., Sandusky, Ohio, Aug. 5, 1922	Cord Rbd. & N.S. R.T.	.....	.....	e13.50 2.70	d22.95 3.00	d26.45 3.40	d29.15 3.50	d30.05 3.65	d30.85 3.80	d37.70 4.60	d38.55 4.75	*39.50 4.90	d40.70 5.00	d41.55 5.25	d42.95 5.30	d44.30 5.40	d45.65 5.50	d47.00 5.60	d48.35 5.70
Eureka Tire Co., Trenton, N. J. Sept. 1, 1922	N.S. Cord N.S. R.T. G.T.	.....	e10.25 2.40 2.15	e12.50 2.80 2.50	d22.95 2.95 2.65	e21.35 d26.45 3.10	e24.95 d29.15 3.30	e26.30 d30.05 3.40	e26.85 d30.85 3.50	d33.40 d37.70 4.60 4.20	d34.50 d38.55 4.75 4.25	d35.65 d39.50 4.80 4.40	d37.30 d40.70 5.10 4.60	d37.80 d41.55 5.30 4.75	d41.20 d44.95 5.70 5.15	d43.50 d47.00 6.00 5.40	d45.75 d49.30 6.30 5.70	d47.50 d51.05 6.60 6.00	d49.30 d52.80 6.90 6.30
Falls Rubber Co., Cuyahoga Falls, O. Nov. 10, 1921	Cord Rbd. & N.S. N.S. "Evergreen" Tubes	.....	e12.00 2.40	e19.50 d27.75 2.80	d27.75 d31.00 3.00	e21.00 d26.45 3.35	e24.50 d29.15 3.60	e25.25 d30.05 3.70	e26.50 d30.85 3.80	*43.25 d35.00 4.50	d44.50 d36.00 4.70	*45.75 d37.00 4.80	d47.00 d38.50 5.00	*48.50 d39.50 5.20	d53.75 d45.00 5.50	*56.50 d47.00 5.85	*59.00 d48.00 6.15	.....	.....
Falor Mfg. Co., Akron, O., May 1, 1922	GT.	.....	.....	2.25	2.55	3.10	3.20	3.35	3.50	4.05	4.20	4.25	4.30	4.55	5.00	5.20	5.45	.....	.....
Faure, A., 153 W. 56th St., N. Y. City Aug. 15, 1922	Improved Cords Super Tubes	.....	.....	16.80 3.40	.....	.....	30.50 4.50	31.60 4.70	.....	39.40 5.60	40.75 5.90	41.65 6.10	.....	.....	49.70 7.10	51.80 7.60	.....	.....	.....
Federal Rubber Co., Cudahy, Wis. Aug. 1, 1922	Plain Black "Defender" Cord "Traffic" "Rugged" "Blue Pennant" Cord Standard G.T. "Blue Pennant" Cord T.	.....	e 8.95 e13.95 e9.95 e11.95 e16.95 2.00 3.25	e13.95 e10.95 e11.95 e16.95 2.25 3.25	.....	e20.50 d22.95 2.55 3.85	e21.50 d29.15 3.10 4.00	e22.50 d30.05 3.25 4.15	e23.50 d30.85 3.35 4.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fidelity Tire & Rubber Co., Massillon, O., May 15, 1922	N. S. Cord N.S.	.....	10.50 15.00	12.00 15.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Firestone Tire & Rubber Co., Akron, O. Aug. 1, 1922	Cord N.S. Fabric N.S. G.T. R.T.	.....	e8.95 1.90 2.40	e10.65 2.25 2.80	d22.95 2.55 2.95	e20.65 d26.45 3.45	e21.20 d29.15 3.70	e22.35 d30.05 3.80	e22.85 d30.85 4.00	d37.70 d38.55 4.65	d38.55 d39.50 4.75	d40.70 d41.55 4.90	d41.55 d42.95 5.10	d42.95 d44.30 5.30	d44.30 d45.65 5.40	d45.65 d47.00 5.50	d47.00 d48.35 5.60	d48.35 d49.70 5.70	d49.70 d51.05 5.80
Fisk Rubber Co., Chicopee Falls, Mass. July 31, 1922	Regular Tubes Heavy Tubes P. N.S. Red Top Cord N.S.	.....	2.00 e8.85 e 9.85 e11.80 e15.85	2.25 e10.65 e12.85 e15.85 e15.85	2.50 3.00 d17.00 d19.65 d22.95	3.10 3.85 e18.75 e22.65 e26.45	3.25 4.00 d21.00 d23.65 d29.15	3.25 4.00 d22.00 d24.65 d30.05	3.50 4.20 d22.95 d30.85 d37.70	4.25 5.00 d37.70 d38.55 d39.50	4.25 5.00 d38.55 d39.50 d40.70	4.50 5.25 d40.70 d41.55 d42.95	4.50 5.25 d41.55 d42.95 d44.30	4.75 5.50 d42.95 d44.30 d45.65	5.00 5.75 d44.30 d45.65 d47.00	5.25 6.00 d45.65 d47.00 d48.35	5.50 6.25 d47.00 d48.35 d49.70	5.75 6.50 d48.35 d49.70 d51.05	6.00 6.75 d49.70 d51.05 d52.40
G. & J. Tire Co., 1790 Broadway, N. Y. City July 29, 1922	P. "G" Tread "Stalwart" N.S. Cord R.T. G.T.	.....	e9.25 e 9.75 e11.40 2.45 1.95	e10.65 e13.00 e14.65 2.60 2.30	d15.70 d16.90 d22.95 3.05 2.60	e18.00 e21.35 d26.45 3.55 3.20	e20.65 e22.45 d29.15 3.80 3.30	e21.20 e22.35 d30.05 3.90 3.45	e22.35 e23.65 d31.70 4.10 3.60	e22.85 e24.15 d32.60 4.25 3.70	e23.35 e24.65 d33.50 4.40 3.90	e23.85 e25.15 d34.40 4.55 4.05	e24.35 e25.65 d35.30 4.70 4.20	e24.85 e26.15 d36.20 4.85 4.35	e25.35 e26.65 d37.10 5.00 4.50	e25.85 e27.15 d38.00 5.15 4.65	e26.35 e27.65 d38.90 5.25 4.75	e26.85 e28.15 d39.80 5.35 4.85	
Gates Rubber Co., Denver, Colo. Sept. 5, 1922	N.S. Cord N.S. R.T.	.....	e 9.90 e12.90 2.40	e11.40 e13.85 2.80	d16.30 d23.85 2.95	e20.65 d26.95 3.45	e21.20 d28.55 3.70	e22.80 d30.75 4.00	e23.25 d31.70 4.20	e23.75 d32.60 4.40	e24.25 d33.50 4.60	e24.75 d34.40 4.80	e25.25 d35.30 5.00	e25.75 d36.20 5.20	e26.25 d37.10 5.40	e26.75 d38.00 5.60	e27.25 d38.90 5.80	e27.75 d39.80 6.00	e28.25 d40.70 6.20
General Tire & Rubber Co., Akron, O. Sept. 1, 1922	N.S. G.T. Cord R.T.	.....	e12.15 2.35 2.60	e17.55 2.40 3.80	d23.95 2.85 3.60	e29.70 3.40 3.95	e31.05 3.60 4.10	e33.65 3.70 4.25	e37.20 3.90 4.50	*40.05 4.10 4.85	d40.40 4.20 5.10	*42.15 4.40 5.30	d46.95 4.60 5.45	*48.10 4.80 5.70	d49.70 5.00 6.20	*50.15 5.20 6.50	*55.00 5.40 6.80	.....	.....
Giant Tire & Rubber Co., Findlay, O. Jan. 1, 1922	Cord "Hancock" Fabric G.T. R.T.	.....	.....	11.50 7.40 1.55 1.65	22.93 8.50 1.85 2.30	.....	29.20 2.75 3.05	30.00 2.85 3.70	30.87 2.95 4.45	35.60 3.50 4.45	36.40 3.70 4.60	37.27 3.80 4.75	38.40 3.90 4.85	.....	44.27 4.35 5.50	46.54 4.50 5.70	.....	.....	.....
Gillette Rubber Co., Eau Claire, Wis. Aug. 10, 1922	N.S. Cord N.S. G.T. "Gillette" & "Chippewa" R.T.	.....	e 9.90 e15.95 1.90 2.40	e11.95 e15.95 2.25 2.80	d16.25 d22.95 2.50 2.95	e18.50 e26.45 3.10 3.45	e21.25 d29.15 3.20 3.70	e22.25 d30.05 3.35 3.80	e22.75 d30.85 3.50 4.00	e23.25 d31.70 3.65 4.10	e23.75 d32.60 3.75 4.25	e24.25 d33.50 3.85 4.35	e24.75 d34.40 3.95 4.45	e25.25 d35.30 4.05 4.55	e25.75 d36.20 4.15 4.65	e26.25 d37.10 4.25 4.75	e26.75 d38.00 4.35 4.85	e27.25 d38.90 4.45 4.95	
Girard Tire & Rubber Co., Trenton, N. J., Nov. 15, 1921	N.S. Cord N.S.	.....	12.50 19.90	14.45 26.70	20.10 34.00	22.50 35.00	26.40 35.95	27.80 43.90	28.50 44.80	35.50 45.90	36.70 47.20	37.90 48.30	39.60 54.00	40.40 57.30	.....	46.20 60.20	48.90 63.50	.....	.....

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Globe Rubber Tire Mfg. Co. Trenton, N. J. Nov. 15, 1921	Rbd. & H.B. Cord Rbd. & H.B. R.T. G.T.	.....	c12.50 c19.90 2.50 1.95	\$14.45 d26.70 2.80 2.30	d20.10 d26.70 2.95 2.55	\$22.50 d26.40 3.45 3.10	d26.40 d34.00 3.70 3.20	d27.80 d35.00 3.80 3.35	d28.50 d35.95 4.00 3.50	d35.50 d43.90 4.60 4.05	d36.70 d44.80 4.75 4.20	d37.90 d45.90 4.90 4.30	d39.60 d47.20 5.10 4.35	d40.30 d48.30 5.30 4.55	.....	d46.20 *57.30 6.00 5.25	d48.90 *60.20 6.35 5.45	.....	.....
Goodrich Co., B. F. "Silvertown" Cord Rbd. & N.S. Akron, O. July 20, 1922	..... G.T. R.T. N.S.	.....	..... 1.90 2.40 c10.25	c13.50 2.25 2.80 c13.00	d22.95 2.55 2.95 d16.30	d26.45 3.10 3.45 c20.65	d29.15 3.20 3.65 d21.20	d30.05 3.35 3.80 d22.35	d30.85 3.50 4.00 d22.85	d37.70 4.05 4.65	d38.55 4.20 4.75	d39.50 4.25 4.90	d40.70 4.30 5.10	d41.55 4.45 5.30	d46.95 5.00 5.70	d49.30 5.20 6.00	d51.85 5.45 6.35.....	.....	.....
Goodyear Tire & Rubber Co., Akron, O. August 1, 1922	P. All Weather, N.S. Cord All Weather & Rbd. Cord Cross Rbd. Regular Tubes Heavy Tourist Tubes	.....	c9.20 c10.25 2.00 2.40	d16.30 d22.95 2.25 2.80	c20.65 d26.45 2.55 3.10	d21.20 d29.15 3.10 3.50	d23.35 d30.05 3.25 3.70	d22.85 d30.85 3.35 3.85	d28.95 d37.70 3.50 4.00	d30.80 d38.55 4.05 4.75	d30.80 d39.50 4.20 4.90	d30.80 d39.50 4.30 5.10	d30.80 d39.50 4.30 5.25	d30.80 d39.50 4.30 5.40	.....	d46.95 d49.30 5.20 6.00	d51.85 5.45 6.35 6.30	.....	.....
Gordon Tire & Rubber Co., Canton, O. Nov. 19, 1921	"Locotractor" "Triangle Tread" G.T. R.T. Cord N.S.	.....	c11.75 c12.35 1.90	c14.15 c14.90 2.25	d18.25 d19.15 2.55	c20.60 c21.75 3.10	d24.14 d25.40 3.20	d25.40 d26.75 3.35	d25.95 d27.35 3.50	d34.05 d35.15 4.05	d35.15 d36.30 4.20	d36.30 d38.00 4.30	d38.00 d38.50 4.55	d38.50 d39.00 4.75 .....	.....	d44.50 5.00 5.70	d47.20 5.25 6.00.....	.....	.....
Grand Rapids Tire & Rubber Corp., Grand Rapids, Mich. Aug. 14, 1922	Cord Heavy G.T. Heavy R.T.	.....	c14.95 1.90 2.40	\$15.95 2.25 2.80	d22.95 2.55 2.95	\$26.45 3.10 3.45	d29.15 3.20 3.65	d30.05 3.35 3.80	d30.85 3.50 4.00	d37.70 4.05 4.65	d38.55 4.20 4.75	d39.50 4.25 4.90	d40.70 4.30 5.10	.....	.....	d46.95 5.00 5.70	d49.30 5.20 6.00	d51.85 5.45 6.35	d58.75 11.50
Grow Tire Co., Boston, Mass. May 19, 1922	N.S. Cord N.S. R.T.	.....	c10.20 c19.00 3.30	c13.00 d25.75 3.85	d19.15 d22.20 4.15	c20.00 d29.45 4.90	d25.45 d32.50 5.00	c26.80 d33.50 5.15	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35	d27.35 d34.50 5.35
Hamilton Rubber Mfg. Co., Trenton, N.J. Dec. 1, 1921	R.T.	2.15	2.40	2.70	2.95	3.45	3.70	3.80	4.00	4.60	4.75	4.90	5.10	5.30	5.70	6.00	6.35	11.40	16.45
Hanes Rubber Co., Winston-Salem, N. C. Sept. 1, 1922	"Midget" Cord N.S. "Midget" R.T.	.....	c10.75 2.40	c13.15 2.80	d22.95 3.10	..... 3.50	d29.15 3.70	d30.05 3.85	d30.85 4.00	d37.70 4.75	d38.55 4.90	d39.50 5.10	d40.70 5.25	.....	d46.95 5.70	d49.30 6.00	.....	d74.70	.....
Hannibal Rubber Co. Hannibal, Mo. Dec. 1, 1921 "Mark Twain"	Rbd. N.S. Cord N.S. G.T.	.....	c10.95 c10.95 c19.60 1.90	c13.75 c13.75 d25.50 2.25	d19.15 d19.15 d25.50 2.55	c22.05 c22.05 d31.00 3.10	d25.45 d26.80 d32.40 3.20	d26.80 d27.35 d33.40 3.35	d27.35 d27.35 d34.25 3.50	d34.05 d35.20 d41.90 4.05	d35.20 d36.25 d42.85 4.20	d36.25 d37.95 d43.90 4.30	d37.95 d38.45 d45.20 4.35	d38.45 d38.45 d45.20 4.55	.....	d43.65 5.00 5.25	d46.30 5.45	.....	.....
Hardwear Tire Corp. East Rutherford, N. J. June 15, 1922	(6,000) Fabric (8,000) Cord R.T.	.....	c10.50 c14.60 2.40	c12.90 d23.00 2.80	c15.00 d23.75 2.95	c15.00 d23.75 3.45	d25.00 d25.50 3.65	d25.50 d26.00 3.80	d26.00 d26.50 4.00	d32.50 d33.50 4.65	d33.50 d34.50 4.75	d34.50 d36.00 4.90	d36.00 d38.00 5.10	d38.00 d40.00 5.30	d40.00 d42.00 5.70	d42.00 d44.00 6.00	d44.00 d46.00 6.35	d46.00 d48.00 8.00	.....
Hawkeye Tire & Rubber Co., Des Moines, Ia. Nov. 15, 1921	N.S. G.T. Santa Fe P. Santa Fe N.S.	.....	12.35 2.35 9.85 10.40	14.75 2.75 12.55	21.15 3.00 19.15	24.05 3.40 22.05	27.45 3.60 25.45	28.80 3.75 26.80	29.35 3.95 27.35	36.05 4.65 34.05	37.20 4.80 35.20	38.25 5.00 36.25	39.95 5.10 37.95	40.50 5.30 38.50	44.20 5.60 42.20	46.55 5.90 44.55	49.20 6.20 47.20	.....	.....
Henry Cord Tire Co., Akron, Ohio	10,000 Mile Cord N.S.	.....	.....	c15.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hewitt Rubber Co., Buffalo, N. Y. Aug. 10, 1922	Fabric "Hewitt" Cord "White Seal" Cord G.T. R.T.	c10.50 1.95 2.25	c10.95 2.00 2.40	c13.00 c15.95 d20.65 2.25 2.80	d16.90 d22.95 d23.80 2.55 3.10	c21.35 d26.45 d23.80 3.10 3.50	d22.45 d29.15 d26.25 3.20 3.70	d23.65 d30.05 d27.10 3.35 3.85	d24.15 d30.85 d27.80 3.50 4.00	d30.05 d37.70 d33.90 4.05 4.70	d31.05 d38.55 d34.70 4.20 4.85	d32.05 d39.50 d35.55 4.30 5.00	d33.55 d40.70 d36.65 4.40 5.15	d34.00 d41.55 d37.40 4.55 5.35	d34.00 d41.55 d37.40 4.55 5.35	d39.30 d49.30 d44.40 5.00 6.00	d41.70 d51.85 d46.70 5.25 6.35	.....	.....
Howe Rubber Co., New Brunswick, N. J. June 26, 1922	N.S. R.T. Cord Rbd. & N.S. "Clover Leaf" Black Tread	.....	c16.00 2.15 c12.00	c18.00 2.25 c12.50	d23.00 2.40 c12.50	c26.00 3.60 d32.30	d30.00 3.70 d33.10	d31.00 3.85 d34.20	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45	d32.00 4.00 d35.45
Hubbell Rubber Co., Cleveland, Ohio Jan. 1, 1922	Cord N.S.	.....	.....	\$18.00	d25.50	d29.40	d32.40	d33.40	d34.25	d41.90	d42.85	d43.90	d45.20	d46.15	d52.15	d54.75	d57.60	.....	.....
Hydro-United Tire Co., (10,000) Hydro-Toron N.S. Philadelphia, Pa. June 15, 1922	Tubes	.....	c11.60 2.00	c14.00 2.25	d19.15 2.55	c19.60 3.10	d25.45 3.25	d26.80 3.35	d27.35 3.50	d34.05 4.15	d35.20 4.30	d36.25 4.45	d37.95 4.60	.....	d41.25 5.00	d43.75 5.25	.....	.....	.....
Ideal Tire & Rubber Co., Cleveland, O. Aug. 7, 1922	(N.S.) "Greyhound" G.T. "Greyhound" Cord N.S. "Ranger" N.S. Aero Cord.	.....	c12.05 1.60 2.00 c8.95 c9.10	c14.30 1.85 2.35 c11.45 c11.45	d17.10 2.15 2.45 d15.95 d15.95	c20.65 2.60 2.80 c17.80 c17.80	d21.20 2.65 3.00 d19.00 d19.00	d22.35 2.80 3.10 d20.60 d20.60	d22.85 2.90 3.25 d20.60 d20.60	d28.80 3.40 3.75 d27.55 d27.55	d30.70 3.55 3.90 d34.25 d34.25	d32.10 3.60 4.00 d35.20 d35.20	d32.10 3.60 4.00 d35.20 d35.20	d32.10 3.60 4.00 d35.20 d35.20	d32.10 3.60 4.00 d35.20 d35.20	d37.65 4.15 4.35 d42.35 d42.35	d39.90 4.35 4.90 d43.75 d43.75	d41.70 4.55 5.10 d45.00 d45.00	d43.10 4.75 5.35 d46.30 d46.30
India Tire & Rubber Co., Akron, O. Aug. 5, 1922	N.S. Cord N.S. G.T. R.T.	.....	c11.70 c16.95 2.05 2.30	c14.65 d22.75 2.10 2.70	d19.05 d22.75 2.85 3.30	c20.65 d26.20 3.30 3.65	d23.05 d28.90 3.45 3.85	d24.45 d29.75 3.55 4.00	d25.20 d30.70 3.70 4.30	d28.45 d35.20 4.45 5.00	d29.25 d36.00 4.55 5.15	d30.25 d37.00 4.70 5.30	d31.30 d38.00 4.85 5.45	d32.35 d39.00 5.00 5.60	d33.40 d40.00 5.15 5.70	d34.45 d41.00 5.30 5.85	d35.50 d42.00 5.45 6.00	d36.55 d43.00 5.60 6.15	d37.60 d44.00 5.75 6.45
Inland Rubber Co., C Chicago, Ill. Aug. 10, 1922	Fabric Cord Rbd. & N.S. "Irco" Cord "Irco" Fabrics G.T. R.T.	.....	c10.25 c13.00 c9.65 1.90 2.40	c13.00 c15.95 c10.65 2.25 2.80	d16.30 d22.95 c10.65 2.55 3.10	c20.65 d26.45 c10.65 3.10 3.45	d21.20 d29.15 c10.65 3.20 3.65	d22.35 d30.05 c10.65 3.35 3.80	d22.85 d30.85 c10.65 3.50 4.00	d28.80 d37.70 c10.65 4.05 4.65	d30.70 d39.50 c10.65 4.20 4.75	d32.10 d40.70 c10.65 4.30 4.90	d32.10 d40.70 c10.65 4.45 5.10	d32.10 d40.70 c10.65 4.55 5.25	d32.10 d40.70 c10.65 4.65 5.35	d37.65 4.15 4.35 d42.35 d42.35	d39.90 4.35 4.90 d43.75 d43.75	d41.70 4.55 5.10 d45.00 d45.00	d43.10 4.75 5.35 d46.30 d46.30
Iowa Cord Tire Co., Des Moines, Iowa Sept. 1, 1922	Trade Maker Spec. P. N.S. Cord P. Cord N.S. G.T. R.T.	.....	9.70 c10.71 c14.73 c17.85 1.90 2.35	11.00 c12.33 c16.25 c17.85 2.25 2.70	d15.84 d18.57 d21.53 d23.58 2.55 3.00	c17.87 c21.00 c23.55 c25.77 3.00 3.30	d21.06 d24.70 d27.35 d29.93 3.15 3.50	d22.05 d25.89 d28.26 d30.84 3.25 3.65	d22.59 d26.51 d28.96 d31.68 3.40 3.80	d28.13 d33.01 d34.56 d36.77 4.00 4.40	d29.03 d34.06 d35.56 d37.62 4.10 4.55	d29.97 d35.15 d36.46 d38.57 4.20 4.70	d31.37 d36.72 d37.24 d39.66 4.30 4.85	d31.82 d37.24 d38.06 d40.52 4.40 4.95	d32.27 d37.62 d38.57 d40.52 4.50 5.05	d33.10 d38.44 d39.30 d41.19 4.60 5.15	d33.77 d39.08 d40.19 d42.08 4.70 5.25	d34.24 d40.70 d41.94 d43.82 4.80 5.35	d34.70 d40.70 d41.94 d43.82 4.90 5.45
IXL Tire Co., Peoria, Ill.	Diamond Cup N.S. G.T.	.....	c8.75 2.15	c9.65 2.55	d18.75 2.90	d10.75 3.10	d20.75 3.55	d25.20 3.75	.....	.....	.....	d46.90 4.75	.....	.....	d49.75 5.85	.....	.....	.....	.....
Johnstown Automobile Co., Johnstown, Pa.	"Jaco" T.	.....	1.95	2.30	2.60	3.20	3.30	3.45	3.60	4.20	4.35	4.45	4.50	4.70	5.15	5.40	5.60	.....	.....
Johnstone Tire & Rubber Co. La Porte, Ind. Nov. 15, 1921	10,000 Cord N.S. G.T. R.T.	.....	..... c10.85 2.05 2.60	d20.75 c13.55 2.40 3.05	d30.15 *20.15 2.95 3.65	..... c23.00 3.50 4.40	d38.05 d26.40 3.60 4.50	d39.15 *26.80 3.80 4.75	d40.15 *28.35 3.90 4.90	d42.90 4.65 5.85	d43.85 4.85 5.95	d44.90 4.95 6.15	d46.25 5.00 6.20	d46.25 5.00 6.20	d53.15 5.90 7.15	d55.75 6.20 7.35	d57.70 6.40 7.55	.....	.....

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Keaton Tire & Rubber Co., San Francisco, Cal. Aug 7, 1922	Cord Rbd. & N.S. R.T.	.....	2.40	e16.90 2.80	25.90 2.95	28.80 3.45	30.85 3.65	31.85 3.80	32.90 4.00	39.85 4.65	40.80 4.75	41.90 4.90	43.25 5.10	44.25 5.30	51.90 5.70	55.90 6.00	58.90 6.35	.....	.....
Kelly Springfield Tire Co., New York Oct. 2, 1922	Kant-Slip Cord K.S.—B.B. R.T.	.....	e10.30 2.15	e11.90 2.70	d16.80 2.90	e19.20 3.35	d22.00 3.45	d22.80 3.60	d23.80 3.70	d37.80 4.65	d38.75 4.75	d39.50 4.95	d40.90 5.00	d41.85 5.25	d46.80 6.00	d49.25 6.25	d51.90 6.65	d79.65 10.65	d109.40 14.90
Kenyon Co., Inc. First Ave. & 57th St., Brooklyn, N. Y. Aug. 8, 1922	Cord N.S. "Duro" Cord N.S. R.T. B.T. Super-Cord G.T.	.....	e14.20 2.20 1.65 2.85	e15.00 2.40 1.80 3.15	d22.95 2.80 2.25 3.45	d26.45 3.00 2.70 3.85	d29.15 3.25 2.85 4.20	d30.05 3.50 2.95 4.35	d30.85 3.70 3.00 4.50	d37.70 4.00 3.60 5.30	d38.55 4.20 3.75 5.50	d39.50 4.40 3.90 5.80	d40.70 4.65 4.05 5.95	d41.55 4.90 4.50 6.65	d46.95 5.10 4.50 7.00	d49.30 5.30 4.80 7.30	d51.85 5.60 4.85 7.30	.....	.....
Keystone Titr & Rubber Co., New York City, N. Y. Aug. 10, 1922	Cord N.S. Fabrics Tubes	.....	e10.25 2.40	e15.95 d11.65 2.80	d22.95 2.95	d26.45 3.45	d29.15 3.65	d30.05 3.80	d30.85 4.00	d37.70 4.65	d38.55 4.75	d39.50 4.90	d40.70 5.10	d41.55 5.30	d46.95 5.70	d49.30 6.00	d52.10 6.35	d74.30 9.25	.....
Kokomo Rubber Co., Kokomo, Ind. Aug. 10, 1922	Cord N.S. "Twin Grip" N.S. & Rbd. "Super Twin" Rbd. Crusader (Fabric Cord) G.T. R.T.	.....	e10.25 c 9.65 1.85 2.30	d15.60 e11.50 e12.25 e10.65 e12.50	d22.95 d16.30 2.55	d26.45 e18.65 e21.20 d22.35	d29.15 3.20	d30.05 3.35	d30.80 3.50	d37.70 4.05	d38.55 4.20	d39.50 4.25	d40.70 4.30	d41.55 4.55	d46.95 5.00	d49.30 5.20	..... ..... ..... 5.45	d70.00	.....
Lambert Tire & Rubber Co., Akron, O. May 3, 1922	"Trublpruf" Rbd. N.S.	.....	.....	27.85 38.80	37.75 38.80	36.75 49.00	.....	.....	56.00 53.00	53.00	59.75.....	.....	.....	.....	.....	.....	.....	.....	.....
Lancaster Tire & Rubber Co., Columbus, O. Aug. 1, 1922	Cord N.S. Oversize Fabric N.S. Heavy Tubes Lancaster Tubes	.....	e12.25 2.40 1.80	e12.35 2.40 1.90	e14.75 2.80 2.25	d22.95 2.95 2.55	d26.45 3.40 2.10	d29.15 3.60 3.20	d30.05 3.75 3.35	d30.85 3.90 3.50	d37.70 4.50 4.00	d38.55 4.70 4.25	d39.50 4.85 4.30	d40.70 5.00 4.50	d46.95 5.60	d49.30 5.90	d51.85 6.20	.....	.....
Latex Tire & Rubber Co., Fond du Lac, Wis. June 1, 1922	Rbd. & N.S. Cord N.S. G.S. Tubes	.....	10.95 1.90	13.75 18.00 2.25	19.15 25.50 2.55	21.35 3.10	24.95 32.40 3.20	26.30 33.40 3.35	26.85 34.25 3.50	33.40 41.90 4.05	34.50 42.85 4.20	35.65 43.90 4.25	37.90 45.20 4.30	.....	42.00 52.15 5.00	44.45 54.75 5.20	.....	.....	.....
Lee Tire & Rubber Co., Conshohocken, Pa. Aug. 5, 1922	Ribbed N.S. G.S. Tubes Puncture/Ribbed Proof N.S. "De Luxe" (Cord N.S. Puncture Proof Cd. N.S. Standard Cord	.....	e10.45 2.00 e19.10 d17.15 e14.95	e11.55 2.80 d22.95 e14.95	..... 3.10 d22.95 e14.95	..... 3.50 d22.95 e14.95	..... 3.70 d22.95 e14.95	..... 3.85 d22.95 e14.95	..... 4.00 d22.95 e14.95	..... 4.75 d22.95 e14.95	..... 4.90 d22.95 e14.95	..... 5.10 d22.95 e14.95	..... 5.25 d22.95 e14.95	..... 5.40 d22.95 e14.95	..... 5.70 d22.95 e14.95	..... 6.00 d22.95 e14.95	..... 6.30 d22.95 e14.95	10.15	16.00
Lincoln Highway Tire Co., 1339 So. Michigan Ave., Chicago, Ill. Nov. 18, 1921	Rbd. N.S. G.T. R.T. Cord N.S.	.....	e12.80 e13.05 1.90 2.40	e15.20 e15.75 2.25 2.80	d19.25 d20.25 2.55 2.95	e21.50 d24.65 3.10 3.45	d25.55 d26.90 3.20 3.65	d26.90 d28.30 3.35 3.80	d27.45 d28.90 3.50 4.00	d34.20 d36.00 4.05 4.65	d35.30 d37.15 4.20 4.75	d36.40 d38.35 4.25 4.80	d38.10 d40.10 4.30 5.10	d38.70 d40.70 4.45 5.30	.....	d44.60 c47.05 5.20 5.45	d47.40 d49.90 5.45 6.35	.....
Lion Tire & Rubber Corp., Lafayette, Ind. April 17, 1922	Fabrics Tubes Cords Cord Tubes	.....	8.95 1.65	10.10 1.90	16.75 2.20 23.85 2.60	18.10 2.45	19.65 2.60 30.30 3.15	20.20 2.70 31.30 3.30	21.95 2.85 32.00 3.45	32.25 3.30 38.60 4.05	33.80 3.45 40.45 4.25	35.35 3.60 42.40 4.30	36.90 3.70 44.35 4.50	.....	43.00 4.30 51.60 5.15	46.10 4.50 54.50 5.40	.....	.....	.....
London Rubber Co., Pittsburgh, Pa., Nov. 15, 1921	G.T. R.T.	.....	1.90 2.40	2.25 2.80	2.55 2.95	3.10 3.45	3.20 3.65	3.35 3.80	3.50 4.00	4.05 4.65	4.20 4.75	4.25 4.90	4.30 5.10	4.55 5.30	5.00 5.70	5.20 6.00	5.45 6.35	.....	.....
McClaren Rubber Co., Charlotte, N. C. Aug. 1, 1922	"Autocrat" Cord All Road Cord G.T. R.T.	.....	9.95 1.90 2.40	e18.75 11.95 2.25 2.80	d26.95 2.55 3.10	d29.45 3.10 3.50	d32.50 20.95 3.20 3.70	d33.50 21.95 3.35 3.85	d34.50 22.95 3.50 4.00	d42.80 4.05 4.75	d43.75 4.20 4.90	d44.85 4.25 5.10	d46.20 4.30 5.25	d47.15 4.45 5.40	d53.20 5.00 5.70	d55.95 5.25 6.00	d58.80 5.45 6.30	d82.65 10.90	
McLean Tire & Rubber Co., East Liverpool, O. Nov. 15, 1921	N.S. Cord N.S. G.T. Cord G.T.	.....	e12.35 e18.30 1.85 1.90	e14.75 e18.30 2.25 3.10	d19.15 d25.50 2.55 3.35	e22.00 3.10 4.10	d25.45 3.20 4.20	d26.80 d33.40 3.35 4.25	d27.35 d34.25 3.50 4.30	d35.20 d41.90 4.05 5.00	d36.25 d42.85 4.20 5.10	d38.50 d43.90 4.25 5.20	d38.50 d45.20 4.30 5.30	d46.15 d48.15 4.45 5.45	d52.15 d54.75 5.00 6.00	*44.50 d54.75 5.20 6.20	*47.20 d57.60 5.45 6.45	.....
McTal Rubber Co., West Haven, Conn. Jan. 1, 1922	G.T. R.T.	.....	1.90 2.40	2.25 2.80	2.55 2.95	3.10 3.45	3.20 3.65	3.35 3.80	3.50 4.00	4.05 4.65	4.20 4.75	4.25 4.90	4.30 5.10	4.55 5.30	5.00 5.70	5.20 6.00	5.45 6.35	7.75 8.85	11.80 12.75
Madison Tire & Rubber Co., Inc. Buffalo, N. Y. June 5, 1922	N.S. Cadet Cord N.S. Cord N.S. G.T.	.....	e13.00 2.25	e15.00 2.40	d25.50 2.70	d27.00 3.25	d30.00 3.35	d31.00 3.50	d32.80 3.65	d45.75 4.35	d47.00 4.45	d48.00 4.60	d49.50 4.65	d50.75 4.85	d57.00 5.30	d60.00 5.50	d63.00 5.75	8.90	
Majestic Tire & Rubber Co., Indianapolis, Ind. Ne 15, 1921	P. N.S. G.T. R.T. Cord N.S. Cord Rbd. G.T. R.T.	.....	e10.50 e10.75 1.95 2.40	e12.75 e12.30 2.80 3.40	d21.30 e12.30 2.60 3.40	e19.25 e12.30 2.95 3.55	d25.55 e12.30 3.20 3.70	d26.90 e12.30 3.35 3.85	d27.45 e12.30 3.50 4.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mansfield Tire & Rubber Co., "America," "Mans.," "Ohio" & "United" N.S. Amer., Mans., O., Rich., United Oversize Cord N.S. Mansfield, Ohio July 20, 1922	..... G.T. R.T.	.....	e 9.60 1.85 2.30	e 9.75 1.90 2.40	e10.65 13.60 2.25 2.80	d15.60 22.95 2.55 2.95	e18.65 26.45 3.10 3.45	d20.85 29.15 3.20 3.65	d21.95 30.05 3.35 3.80	d22.40 30.85 3.50 4.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marathon Co., Cuyahoga Falls, O., Aug. 15, 1922	Angle Tread Cord R.T.	.....	.....	e16.75 2.40	d22.95 3.10	d26.45 3.50	d29.15 3.70	d30.05 3.85	d30.85 4.00	d37.70 4.75	d38.55 4.90	d39.50 5.10	d40.70 5.25	d41.55 5.40	d46.95 5.70	*49.30 6.00	*51.85 6.30	d74.40 11.25	.....
Martin Tire Corp., 137 W. 51st St., N. Y. City Nov. 15, 1921	N.S. Cord N.S. R.T. "Martin & Collins" N.S. "Mono" N.S. "Mono" Cord N.S. "Mono" G.T.	.....	e12.35 2.40 e11.15 2.45	e14.75 e18.00 2.55 2.70	d19.15 d25.50 2.70 2.90	e22.00 d29.40 3.30 3.45	d25.45 d32.40 3.45 3.60	d26.80 d33.40 3.60 3.75	d27.35 d34.25 3.75 4.00	d41.90 d42.85 4.75 5.00	d42.85 d43.90 4.90 5.10	d43.90 d45.20 5.10 5.25	d45.20 d46.15 5.25 5.40	d46.15 d48.15 5.40 5.55	d54.20 d56.80 6.20 6.50	*59.60 d57.60 6.80	10.65		
Mason Tire & Rubber Co., "Heavy Duty" Cord N.S. Kent, O. July 15, 1922	"Maxi-Mile" N.S. "Heavy Duty" Tubes "Maxi-Mile" T.	.....	e 9.25 2.00	e10.60 2.25	d19.35 2.85	d23.10 3.25	d24.50 3.50	d24.70 3.60	d25.35 3.70	d30.75 4.15	d31.55 4.25	*32.40 4.35	d33.20 4.45	*33.95 4.55	d38.95 4.90	*39.30 5.10	*42.10 5.25	.....	.....
Master Tire & Rubber Co., Dayton, O., Sept. 1, 1922	Cord	.....	.....	e14.95 d15.95	.....	.....	d29.15 d30.05	.....	.....	d37.70 d38.55	.....	.....	.....	.....	d46.95	.....	.....	.....	.....

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7	
Mercer Rubber Co., Hamilton Square, N. J. Nov 22, 1921	G.T. R.T.	..... .....	1.90 2.40	2.25 2.80	2.55 2.95	3.10 3.45	3.20 3.65	3.35 3.80	3.50 4.00	4.05 4.65	4.20 4.75	4.25 4.90	4.30 5.10	4.55 5.30	5.00 5.70	5.20 6.00	5.45 6.35	.....	.....
Meyer Rubber Co., Columbiana, O. June 1, 1922	N.S.	.....	c12.35	c14.75	d19.15	c22.00	d25.45	d26.80	d27.35	d34.05	d35.25	d36.25	.....	.....	.....	d40.65	.....	.....	.....
Michelin Tire Co., Milltown, N. J. August 1, 1922	Fabrics Reg. Cords Oversize Cords Tubes	..... ..... ..... 2.40	c10.00 2.45	c12.75 2.70	d18.90 2.90	c15.50 3.45	d22.50 3.70	d23.35 3.85	d24.15 4.00	d26.45 4.75	d38.55 4.90	d39.50 5.10	d40.70 5.25	d41.55 5.40	d46.95 5.70	d49.30 6.00	d51.85 6.30	d56.00 9.40	.....
Mid-Continent Tire Mfg. Co., Wichita, Kan. Dec. 1, 1921	"Mideo" Rbd. N.S. Cord G.T. R.T. Cord T.	..... ..... ..... ..... ..... .....	c12.65 c13.35 2.00 2.50	c16.00 c22.00 2.40 2.80 3.60	d20.00 d31.00 3.20 3.40 4.00	c23.50 3.30 3.75 4.40	d27.50 3.40 3.85 4.60	d28.90 3.50 4.00 4.75	d29.0 3.70 4.20 5.00	d36.80 4.30 4.75 5.50	d38.30 4.45 4.90 5.60	d39.15 4.60 5.10 5.70	d40.90 4.75 5.25 5.75	d41.50 4.80 5.30 5.80	d45.40 5.40 5.90 6.50	d48.00 6.00 6.20 6.80	d50.00 6.30 6.40 6.80	d50.00 6.30 6.40 6.80	.....
Midland Tire & Rubber, Coshocton, O. Dec. 15, 1921	"Peerless" N.S. "McClurg" P. N.S. "Eternal" G.T. R.T.	11.20 13.60 15.35 1.90 2.40	10.95 14.15 16.80 1.90 2.40	13.75 18.90 21.60 2.25 2.80	19.15 24.50 28.05 2.25 2.95	21.35 26.10 28.00 3.10 3.65	24.95 26.10 28.00 3.20 3.65	26.30 27.35 29.30 3.35 3.80	26.85 28.30 30.40 3.50 4.00 4.05 4.65	34.50 4.20 4.75 32.80 35.35 4.20 4.90 35.35 37.60 4.25 5.10 38.65 41.30 4.30 5.10 42.90 45.30 5.00 5.70 44.96 48.15 5.20 6.00 48.15 51.85 5.45 6.35 51.85 55.00 5.65 6.50 55.00 58.15 5.85 6.75
Mid-West Tire Mfg. Co., Arvada, Colo. July 10, 1922	P. Cord N.S. N.S. R.T. G.T.	..... ..... ..... ..... .....	c 8.25 2.15 1.75	..... c10.45 2.50 1.95	d15.60 2.80 2.30	d26.45 3.15 2.80	d29.25 3.30 2.95	d29.95 3.45 3.05	..... d19.70 3.60 3.15	d37.70 4.25 3.65	..... d28.75 4.40 3.85	..... d39.50 4.60 3.90	..... ..... 4.75 4.10	..... ..... 4.90 4.50	d46.95 5.10 4.50	d49.25 5.40 4.70	..... ..... ..... 5.70 5.00	..... ..... ..... 6.00 5.30	.....
Miller, Chas E., Anderson, Ind. "Miller-Anderson" Aug. 16, 1922	Rbd. & N.S. Oversize N.S. Cord N.S. R.T.	..... 9.30 11.85 1.90	8.25 9.65 12.15 1.95	8.85 11.85 14.45 2.25	13.95 15.05 20.25 2.45	14.95 17.10 23.05 2.90	18.55 19.95 25.55 3.10	19.25 21.05 26.35 3.20	19.95 21.50 27.10 3.35	24.85 26.75 33.55 3.85	25.6 27.60 34.35 4.00	26.45 28.55 35.20 4.15	26.45 28.55 36.25 4.25	27.65 29.85 36.75 4.50	28.10 30.45 37.60 4.75	32.40 34.95 41.80 5.00	34.40 36.95 43.90 5.25	..... ..... ..... 5.50	.....
Miller Rubber Co., Akron, O. Aug. 1, 1922	Cord Rbd. Wedge Tr. Cord N.S. Fbr. Cord R.T. G.T. R.T.	..... ..... 9.75 1.85 2.35	..... ..... 9.80 1.90 2.40	c13.95 c12.50 c10.90 2.25 2.80	d22.95 d19.25 d16.30 2.55 2.95	d26.45 d22.20 d19.55 3.10 3.45	d29.15 d24.50 d21.20 3.20 3.65	d30.05 d25.25 d22.35 3.35 3.80	d30.85 d25.90 d23.55 3.50 4.00	d37.70 d31.45 d28.95 4.05 4.60	d38.55 d32.15 d29.90 4.20 4.75	d39.50 d32.95 d30.80 4.30 4.90	d40.70 4.45 5.10	d41.55 4.55 5.30	d46.95 d39.10 5.00 5.70	*49.30 *41.05 5.20 6.00	*51.85 5.45 6.35	..... ..... ..... ..... 6.00 6.75	.....
Mississippi Valley Rubber Co., Iowa City, Iowa. Dec. 1,	G.T. R.T. B.T.	1.95 2.45 2.70	2.00 2.50 2.75	2.35 2.95 3.25	2.70 3.15 3.45	3.25 3.55 3.90	3.35 3.75 4.15	3.55 3.90 4.30	3.70 4.10 4.50	4.25 4.75 5.25	4.40 4.90 5.40	4.45 4.95 5.55	4.55 5.20 5.70	4.80 5.45 6.00	5.25 5.85 6.45	5.45 6.15 6.75	5.75 6.50 7.15	..... ..... .....	.....
Mohawk Rubber Co., Akron, O. Aug. 3, 1922	N.S. Ribbed "Little Chief" N.S. G. & R.T. Cord N.S. Cord Ribbed	c14.50 2.25	c15.00 c14.25 c12.35 2.40	c17.00 c16.15 c14.75 2.80	c21.50 c20.45 c19.15 3.10	c24.50 c23.30 c22.00 3.50	c28.50 c27.10 c25.45 3.70	c30.00 c28.50 c26.80 3.85	c30.50 c29.00 c27.35 4.00	*37.85 c35.95 4.75	*39.10 4.90	40.30 c38.30 5.10	42.00 c39.90 5.25	43.00 c40.85 5.40 ..... .....	..... ..... ..... 5.70	*48.00 *45.60 6.00	52.00 *49.40 6.30 ..... .....	..... ..... ..... 6.60 ..... .....	.....
Monarch Rubber Co., 30x3, 30x3½ Hartville, O. 31x4 Clincher Aug. 25, 1922 All others S.S.	Ribbed N.S. Cord N.S. G.T. R.T.	..... ..... ..... ..... .....	9.20 10.30 2.00 2.40	13.00 16.35 2.25 2.80	13.00 16.35 2.55 3.10	20.80 20.80 3.10 3.45	21.30 22.30 3.20 3.65	22.30 22.90 3.35 3.80	22.90 23.00 3.50 4.00	30.00 31.00 4.05 4.65	31.00 32.10 4.20 4.75	32.10 33.60 4.25 4.90	33.60 34.10 4.45 5.10	34.10 36.80 4.55 5.30	36.80 39.25 5.00 5.70	39.25 42.50 5.20 6.00	42.50 45.80 5.45 6.35	..... ..... ..... 6.00 6.75	.....
Montford Rubber Co., Buffalo, N. Y. May 2, 1922	N.S. Cord N.S. G.T. R.T.	..... ..... ..... .....	c12.30 1.90 2.40	c14.95 2.25 2.80	d19.20 2.55 2.95	c21.80 3.10 3.45	d25.45 3.20 3.70	d26.80 3.35 3.80	d27.45 3.50 4.00	d34.10 4.05 4.60	d35.20 4.20 4.75	d36.35 4.30 4.90	d38.05 4.45 5.10	d38.60 4.55 5.30	d44.55 d53.25 5.00 5.70	d47.25 d55.90 5.25 6.00	d47.25 d58.80 5.45 6.35	..... ..... .....	.....
Murray Rubber Co., Trenton, N. J. Aug. 1, 1922	N.S. Cord N.S. G.T. R.T.	..... ..... ..... .....	9.65 1.60 1.75	c10.65 1.80 2.00	d22.95 2.20 2.55	c26.45 2.25 2.80	d29.15 2.35 3.00	d30.05 2.45 3.10	d30.85 2.55 3.25	37.70 2.95 3.60	38.55 3.05 3.70	39.50 3.10 3.80	..... 3.20 3.90	..... 3.30 4.00	46.95 3.65 4.30	49.30 3.85 4.50	..... ..... 4.00 4.75	..... ..... 5.00 5.75	.....
Na Peer Tire Co., Nov. 1921 Akron, O.	N.S.	.....	.....	c10.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
National Auto Supply Co., Allentown, Pa. Aug. 21, 1922	"Nasco" H-Tread Ex. Ply Cord N.S. G.T. R.T.	6.85 10.20 1.90 2.45	8.60 12.70 2.00 2.50	11.95 17.45 2.20 2.75	13.35 20.20 2.65 3.15	15.55 22.15 2.85 3.40	16.45 24.10 2.95 3.50	16.75 24.70 3.10 3.70	20.85 30.60 3.75 4.40	21.55 31.55 3.95 4.55	22.30 32.80 4.10 4.65	23.30 34.20 4.20 4.80	23.60 34.65 4.30 4.90	34.10 42.20 4.45 5.10	36.80 44.45 4.55 5.25	39.25 48.15 4.80 5.50	42.50 51.80 5.00 5.75
National Tire & Rubber Co., East Palestine, O. Aug. 15, 1922	"Remington" N.S. "Roamer" G.T. Remington Ex. Heavy G.T.	..... 2.00 2.25	10.25 1.90 2.15	12.50 2.25 2.55	16.30 2.55 2.90	20.65 3.10 3.45	21.20 3.20 3.55	22.35 3.35 3.70	22.85 3.50 3.90	4.05 4.20 4.50	4.20 4.35 4.65	4.25 4.40 4.75	4.30 4.45 4.80	4.40 4.55 4.90	5.00 5.55 6.00	5.20 5.80 6.35	5.40 6.00 6.55	..... ..... .....	.....
National Tire Co., Trenton, N. J. Nov. 15, 1921	"Black Diamond" N.S. "Black Diamond" Cord N.S. R.T. G.T.	c12.50 2.40 1.90	c14.45 2.80 2.25	d20.10 2.95 2.55	c22.50 3.45 3.10	d26.40 3.70 3.20	d27.80 3.80 3.30	d28.50 4.00 3.50	d35.50 4.60 4.05	d36.70 4.75 4.20	d37.90 4.90 4.30	d39.60 5.10 4.45	d40.30 5.30 4.65	d46.20 d54.50 5.00 5.70	d48.90 d57.30 5.25 5.95	d51.80 d60.20 5.45 6.15	d54.65 d63.00 5.65 6.35	d58.80 6.00 6.75
New England Tire & Rubber Co., Holyoke, Mass., Aug. 1, 1922	Cord N.S. "Holyoke" G.T.	..... .....	..... .....	c16.00 2.30	d22.95 2.60	c26.45 3.20	d29.15 3.30	d30.05 3.45	d30.85 3.60	d37.70 4.20	d38.60 4.35	d39.50 4.45	d40.70 4.50	d41.60 4.70	d47.00 5.15	d49.30 5.40	d51.90 5.60	d73.75 8.40	.....
New Tread Tire Co., East Palestine, Ohio Mar. 1, 1922	10,000 "Marvel" N.S. (8,000) "Eric" N.S. (6,000) "Service" N.S. Tubes	..... ..... ..... .....	c13.75 c10.85 2.10	c20.40 c13.60 2.55	d25.80 d19.00 2.70	c29.25 c21.25 3.30	d33.70 d24.75 3.40	d35.10 d26.20 3.50	d36.35 d26.75 3.60	d39.95 d34.40 4.35	d41.65 d35.50 4.45	d42.85 d36.65 4.55	d44.90 d39.20 4.65	d45.75 d42.00 4.75	d51.30 d42.00 5.35	d54.65 d44.20 5.60	d58.80 5.85	..... ..... .....	.....
Norwalk Tire & Rubber Co., Norwalk, Conn. Nov. 2, 1921	P. N.S. Cord N.S. G.T. R.T.	..... ..... ..... 1.85 2.35	c11.20 c11.75 1.90 2.40	c14.15 c17.50 2.25 2.80	d19.15 d26.00 2.55 3.10	c21.20 d30.00 3.10 3.45	d25.50 d33.00 3.20 3.65	d26.80 d35.10 3.35 3.80	d27.40 d36.20 3.50 4.00	d42.70 d42.70 4.05 4.65	d43.70 d44.75 4.20 4.75	d44.75 d46.15 4.25 4.80	d46.15 d47.10 4.30 4.90	d47.10 d53.20 4.45 5.10	d53.20 d57.20 5.00 5.70	d57.20 d58.75 5.25 6.00	d75.00 6.35 7.00	..... ..... .....	.....
Nu-Cord Rubber Co., Greensburg, Pa. May 15, 1922	Cord G.T. R.T.	..... ..... .....	..... 2.00 2.25	d20.00 2.35 2.50	d25.00 2.60 2.75	d31.00 3.25 3.50	d32.00 3.35 3.60	d33.00 3.45 3.70	d42.00 4.25 4.50	d43.00 4.35 4.60	d44.00 4.45 4.70	d45.00 4.55 4.80	..... 4.65 4.90	d53.00 5.00 5.25	d55.00 5.10 5.35	..... 5.20 5.45	..... 5.45 6.15	..... ..... .....	.....
Odell Rubber Rubber Co., South Bend, Ind. Nov. 15, 1921	Cord N.S. "South Bend" Rbd. R.T.	c9.75 2.25	c9.80 2.35	c12.50 2.75	*16.00 2.95	c19.95 3.35	*24.75 3.55	*25.50 3.65	*26.95 3.75	..... ..... 4.50	*34.00 4.65	*34.50 4.85	*36.75 5.00	*37.90 5.15	d52.15 5.65	*41.50 5.85	*42.75 6.00	..... ..... .....	.....
Oldfield Tire Co., Cleveland, O. Aug. 1, 1922	Cord N.S. N.S. G.T. R.T.	..... ..... ..... .....	c10.15 1.90 2.40	c14.65 2.25 2.80	d22.95 2.55 2.95	d26.45 3.10 3.45	d29.15 3.25 3.70	d30.05 3.35 3.80	d30.85 3.50 4.00	d37.70 4.10 4.65	d38.55 4.20 4.75	d39.50 4.30 4.90	d40.70 4.35 5.10	d41.55 4.45 5.30	d46.95 5.00 5.70	d49.30 5.20 6.00	d51.85 5.45 6.35	..... ..... .....	.....
Para-Belle Rubber Co., Columbiana, O. June 1, 1922	N.S. Cord N.S. G.T. R.T.	..... ..... ..... .....	c9.95 1.95 2.40	c10.40 2.30 2.80	d16.25 d23.40 2.60 2.95	c17.75 d26.15 3.10 3.50	d21.55 d28.35 3.20 3.60	d22.65 d29.50 3.35 3.70	d24.35 d30.00 3.50 3.85	d35.30 d34.75 4.05 4.50	d36.30 d35.30 4.20 4.65	d37.50 d36.30 4.30 4.75	d38.65 d37.50 4.35 4.95	d43.25 d43.25 5.05 5.55	d46.55 d46.55 5.25 5.85	d48.45 5.45 6.15	..... ..... .....	.....

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7
Parker Tire & Rubber Co., Indianapolis, Ind., April 10, 1922	"Parker" Cord "Prestone" Cord	.....	.....	c20.75 c18.00	d29.35 d25.50	c33.80	d37.25 d32.40	d38.40 d33.40	d39.40 d34.25	d48.20	.....	*50.50	d52.00	.....	.....	*62.75	.....	.....	.....
Pennsylvania Rubber Co., Jeannette, Pa. July 5, 1922	Vacuum Cup Cord Vacuum Cup Fabric Ton-Tested G.T. Ton-Tested Ex. Heavy G.T. "Red Square" Cord	.....	.....	.....	d23.70 c10.15 1.85 1.95 2.20 2.65 \$13.65	d26.55 d19.40 2.90 3.05 3.30 3.05 \$15.90	d29.25 d20.30 3.15 3.30 3.45 3.60	d31.05 d21.25 3.30 3.85 4.10 4.30	d37.70 d26.55	d38.55 d39.55	d40.70	*41.60	d47.00	*49.30	*51.85	d76.45	d95.35 .....	.....
Perfection Tire & Rubber Co., Fort Madison, Ia. June 1, 1922	N.S. Cord N.S. "Thrill" Cord N.S. G.T. R.T.	.....	10.95 2.00 2.40	13.75 d19.50 16.00 2.25 2.80	19.15 d25.50 21.05 2.55 3.10	22.05 d29.40 28.00 3.10 3.50	25.45 d32.40 29.50 3.25 3.70	26.80 d33.40 30.10 3.35 3.85	27.35 d34.25 37.45 4.10 4.75	34.05 d41.90 38.70 4.20 4.90	35.20 d42.85 39.85 4.35 5.10	36.25 d43.90 40.70 4.50 5.25	37.95 d45.20 46.15 4.65 5.40	38.50 d46.15 52.15 5.05 5.70	42.15 d54.75 6.00 5.25 6.00	44.75 d57.60 6.30 5.50 6.30	46.60 90.90 10.65 5.50 6.30	121.50 14.90	
Pharis Tire & Rubber Co., Newark, O Nov. 15, 1921	N.S. Cord N.S. R. & G.T.	.....	c10.95 2.40	c13.75 d18.00 2.80	d19.15 d25.00 3.05	c21.35 d29.40 3.50	d24.95 d32.40 3.70	d26.30 d33.40 3.85	d26.85 d34.25 4.00	..... d41.90 4.75	d34.50 d42.85 4.90	d35.65 d43.90 5.10	d37.30 d45.20 5.25	..... .....	d52.15 d54.75 5.70	d57.60 6.00 6.30	..........	..........	..........
Powertown Tire Corp., Rochester, N. Y., Nov. 28, 1921	Rbd. & N.S. Tubes	.....	.....	23.30 3.55	32.50 3.80	38.40 4.50	39.10 4.65	39.80 4.80	41.00 4.95	49.70 5.80	51.90 6.00	53.10 6.20	54.70 6.40	56.80 6.60	61.00 7.15	63.20 7.45	66.10 7.65	95.00 15.40	.....
Prospect Tire & Rubber Co., Inc., Buffalo, N. Y., July 29, 1922	(12,000) Cord, N.S. Cord Tubes	.....	.....	c15.95 2.80	d22.95 2.95	d26.45 3.45	d29.15 3.65	d30.05 3.80	d30.85 4.00	d37.70 4.65	d38.55 4.75	d39.50 4.90	d40.70 5.10	d41.55 5.30	d46.95 5.70	d49.30 6.00	d51.85 6.35	.....	.....
Quaker City Rubber Co., Philadelphia, Pa. Aug. 1, 1922	N.S. G.T. Cord N.S. Cord G.T.	.....	c10.95 2.00	d15.75 2.25 c17.50 3.50	d16.30 2.55 d22.95 3.95	d21.00 3.10 d26.95 4.50	d21.20 3.20 d29.15 4.75	d22.35 3.35 d30.05 4.95	d22.85 3.50 d30.85 5.10	d28.00 4.05 d37.70 5.80	..... 4.20 d38.55 5.95	..... 4.25 d39.50 6.10	..... 4.30 d40.70 6.30	..... 4.55 d41.55 6.50	..... 5.00 d46.95 6.90	..... 5.20 *49.30 7.20	..... 5.45 *51.85 7.50	..... d85.00 12.00	..... d115.50 15.15
Racine Auto Tire Co., Racine, Wis. July 24, 1922	P. A.S. Cord Rbd. & H.S. G.T. Re-Cord T. "Commercial" Cord	.....	10.35 10.80 2.00 2.60 14.50	11.65 18.00 18.00 2.20 2.90 14.50	18.40 27.50 2.55 3.00 3.00	19.25 23.90 3.10 3.50 3.50	23.90 33.00 3.20 3.80 3.90	25.20 34.00 3.30 3.90 4.00	25.80 35.50 4.05 4.65	42.35 43.40 4.20 4.80	43.40 44.85 4.25 5.00	44.85 46.10 4.30 5.15	46.10 47.10 4.45 5.40	47.10 53.00 4.55 5.80	53.00 54.75 5.00 5.80	54.75 58.75 5.25 6.40	58.75 5.55 6.40.....	..........	..........
Racine Rubber Co., Racine, Wis. Aug. 4, 1922	Country Road N.S. Cord N.S. "Racine Trusty Tread" G.T. R.T.	.....	11.00 14.65 9.75 1.95 2.45	11.85 22.95 10.65 2.30 2.85	15.60 26.45 2.60 3.05 3.55	16.80 26.45 3.20 3.55 3.80	20.75 21.80 3.30 3.45 3.80	21.80 30.05 3.40 3.60 3.90	22.25 30.85 3.60 4.20 4.10	29.95 37.70 4.20 4.35 4.75	30.85 38.60 4.35 4.90	31.90 39.55 4.45 5.05	33.40 40.65 4.50 5.25	33.80 41.55 4.70 5.45	39.15 46.95 5.15 5.85	41.45 49.25 5.40 6.20	41.45 51.85 5.60 6.55	78.55 113.85 8.75 11.25 15.35	
Republic Rubber Co., Youngstown, O. May 22, 1922	Fabric "Staggard" Grande Cord "Staggard" Blackline Red T. Grande Cord T.	.....	c12.60 2.45 2.10	c14.95 d26.75 2.90 2.30	d19.90 d27.50 3.05 2.65	c21.80 d31.85 3.55 3.25	d26.40 d33.75 3.80 3.45	d27.80 d34.80 3.90 3.60	d28.40 d35.85 4.10 3.75	d44.35 d45.45 4.75 4.95	d45.45 d46.60 4.90 5.10	d47.90 d48.95 5.05 5.30	d48.95 d55.25 5.25 5.50	d55.25 d58.00 5.85 5.95	d58.00 d61.05 6.20 6.30	d61.05 6.55 6.65	..... .....	..... .....
Reynolds, W. C., 151 W. 38th St. N. Y. C., Nov. 20, 1921	Cord Tubes "Para" Cord	.....	.....	4.30 19.00	.....	4.90 30.60	5.85 33.75	6.20 34.80	6.55 35.85	6.90 44.35	7.10 45.40	7.40 46.60	7.60 47.90	8.10 48.95	8.45 55.25	8.60 58.00	8.75 61.05	.....	.....
Rubber Products Co., Barberton, O. June 15, 1922	N.S. Cord N.S. G.T. R.T.	.....	c10.95 2.00 2.80	c13.75 d18.25 2.30 3.25	d18.25 d27.95 2.70 3.50	c20.15 d27.95 3.10 4.20	d24.20 d33.50 3.25 4.55	d25.50 d34.50 3.40 4.90	d26.00 d35.40 3.50 5.20	d40.20 d41.15 4.00 5.90	d41.15 d42.40 4.25 6.35	d42.40 d43.60 4.40 7.10	..... ..... 4.65 7.50	..... ..... 4.95 7.75	d54.75 d57.60 4.95 7.75	d57.60 5.30 8.15	..... .....	..... .....
Rubber Products Corp., Shelton, Conn. Oct. 1, 1921	"Black Stripe" "Arpeco" T.	3.35 1.35	3.50 1.50	4.05 1.75	4.40 2.05	4.90 2.55	5.20 2.85	5.45 3.10	5.65 3.30	6.60 3.80	6.85 4.05	7.00 4.20	7.25 4.45	7.60 4.80	8.15 5.35	8.60 5.80	9.00 6.20	13.05 10.00	.....
Rufenacht Rubber Co., Bucyrus, Ohio	N.S. Tubes	.....	.....	9.00 1.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Salem Rubber Co., Salem, Ohio July 20, 1922	N.S. Regular Cord Super Size Cord G.T.	.....	\$10.25 \$12.75 1.90	\$13.00 \$13.50 \$15.95 2.25	\$16.30 \$18.75 \$22.95 2.55	\$20.65 \$22.35 \$26.45 3.10	\$21.20 \$24.20 \$29.15 3.20	\$22.35 \$25.45 \$30.05 3.35	\$22.85 \$25.95 \$30.85 3.50	\$28.40 \$29.35 \$37.70 4.05	\$29.35 \$30.30 \$38.55 4.20	\$30.30 \$31.70 \$39.50 4.25	\$31.70 \$32.15 \$40.70 4.30	\$32.15 \$34.40 \$41.55 4.55	\$34.40 \$35.95 \$46.95 5.00	\$35.95 \$37.50 \$49.30 5.20	\$37.50 \$51.85 5.45	..........	..........
Samson Tire & Rubber Corp., Los Angeles, Calif. Aug. 10, 1922	S. O. S. N.S. R.T. Heavy Duty Cords N.S. Heavy Duty Tubes	.....	c 9.65 2.40	c10.65 2.85 c18.90 3.25	..... 3.00 d26.50 3.80	..... 3.40 d30.85 4.50	..... 3.70 d33.50 4.65	..... 3.80 d34.75 4.75	..... 3.90 d35.85 4.95	..... 4.65 d43.90 5.75	..... 4.75 d45.35 5.85	..... 4.85 d46.45 5.95	..... 4.95 d48.95 6.15	..... 5.15 d54.80 7.10	..... 5.50 d56.95 7.50	..... 5.90 d58.00 7.70	..... 6.10 d61.05 7.70	..........	..........
Seiberling Rubber Co., Akron, Ohio June 1, 1922	"Portage" N.S. "Portage" Cord N.S. "Seiberling" Cord Tubes	.....	c 9.50 2.35	c10.50 c12.50 c12.50 2.60	d17.25 d22.20 d22.20 2.70	c18.00 d25.80 d25.80 3.50	d22.90 d26.90 d28.40 3.70	d24.10 d27.80 d29.40 3.85	d24.60 d29.70 d32.10 4.00	d32.10 d35.60 d37.70 4.75	d35.60 d38.50 d40.70 4.90	d38.50 d43.70 d45.20 5.10	d39.30 d43.30 d45.60 5.25	..... d43.30 d45.60 5.70	..... d44.50 d46.90 6.00	..... d50.10 d51.85 6.30	..... 82.65 d81.50 6.30	..... 11.50 15.50	
S. H. Rubber Mfg. Co., "Winner" 1834 Broadway, N. Y. C., Nov. 5, 1921	R.T. G.T.	2.55	2.40 1.90	2.80 2.25	2.75 2.55	3.45 3.10	3.65 3.20	3.80 3.35	4.00 3.50	4.65 4.05	4.75 4.20	4.90 4.25	5.10 4.30	5.30 4.55	5.70 5.00	6.00 5.20	6.35 5.45	10.45.....	.....
Sioux City Tire & Mfg Co., Sioux City, Iowa Aug. 1, 1922	Sioux/Rbd N.S. Sioux City/Rbd N.S. Cord N.S. G.T. R.T.	.....	c 9.00 c 9.50 c 6.50 c 7.50 1.80 2.25	c10.00 c10.50 c 9.00 c 9.50 c14.00 1.90 2.40	d15.00 d16.00 d13.00 d14.00 d21.50 2.20 2.80	c18.00 c19.00 c15.00 c16.00 d25.00 3.10 3.45	d20.00 d21.00 *17.00 *18.00 d27.50 3.20 3.65	d21.00 d22.00 *18.00 *19.00 d28.50 3.35 3.80	d22.00 d22.75 *19.00 *20.00 d29.50 3.50 4.00	d27.00 d28.00 d25.00 d26.00 d36.50 4.00 4.60	d28.00 d29.00 d25.00 d26.00 d37.50 4.25 4.75	d29.00 d30.00 d26.00 d27.00 d38.50 4.40 4.90	d30.50 d31.50 d28.00 d29.00 d39.50 4.50 5.10	d31.50 d32.50 *28.00 *29.00 d45.50 5.25 5.80	d32.50 d36.00 d37.00 d38.00 d45.50 5.40 6.00	d36.00 d37.00 d38.00 d39.00 d46.90 5.70 6.30	d37.00 d38.50 d39.50 d40.00 d41.50 6.00 6.60	..... .....
Smith Rubber & Tire Co., Garfield, N. J., May 1, 1922	Cord N.S. Tubes	.....	16.75 2.40	18.00 2.80	25.50 3.10	29.40 3.50	32.40 3.70	33.40 3.85	34.35 4.00	41.90 4.75	42.85 4.90	43.90 5.10	45.20 5.25	46.15 5.40	52.15 5.70	54.75 6.00	57.60 6.30	82.80 6.30	115.65
Spreckles "Savage" Tire Co., San Diego, Cal. Aug. 10, 1922	Cord Rbd. & N.S. "Standard" P. "Standard" Grip "D-22" N.S. G.T. Grafinite Tube R.T.	.....	8.50 9.40 1.80 2.30 .....	..... 10.60 12.80 2.30 2.80 3.00	25.20 16.30 18.70 2.70 3.10 3.60 3.80	27.90 18.70 21.70 3.20 3.70 4.00	31.90 22.80 23.30 3.30 3.90 4.10 4.30	33.10 23.30 3.50 4.10 4.30	34.00 3.60 4.20 4.40 4.70	42.10 4.10 4.70 4.90	42.50 4.20 4.80 5.00	43.20 4.30 4.90 5.10	45.40 4.40 5.00 5.30	46.10 4.50 5.20 5.50	51.70 5.20 5.90 6.00	54.00 5.60 6.20 6.30	57.60 5.90 6.60 6.60	81.00 9.50 11.60 10.50	
Standard Four Tire Co., Keokuk, Iowa Nov. 25, 1921	Rbd. & N.S. Cord Rbd. & N.S. G. & R.T. Dandy Line" T.	.....	c12.00 c12.25 1.90	c14.90 c18.90 2.25 2.80	d19.15 d25.75 2.55 3.10	c21.75 d25.40 3.10 3.50	d25.40 d26.75 3.20 3.70	d26.75 d33.50 3.35 3.85	d27.35 d34.50 3.50 4.00	d34.05 d42.70 4.05 4.75	d35.15 d43.75 4.20 4.90	d36.30 d44.85 4.25 5.10	d38.00 d46.10 4.30 5.25	d38.50 d47.10 4.45 5.40	d44.50 d53.20 5.30 5.70	d47.20 d55.85 5.45 6.00	..... .....	..... .....

Name	Trade Name and Tread	28x3	30x3	30x3½	32x3½	31x4	32x4	33x4	34x4	32x4½	33x4½	34x4½	35x4½	36x4½	33x5	35x5	37x5	36x6	38x7	
Standard Tire Co., Willoughby, Ohio Aug. 10, 1922	"Standard" Fabric "Tiger Foot" Cord G.T. R.T.		9.65 1.90 2.40	13.00 2.25 2.80	16.30 2.55 2.95	20.65 3.10 3.45	21.20 3.20 3.65	22.35 3.35 3.80	22.85 3.50 4.00	37.50 4.05 4.65	38.55 4.20 4.75	39.50 4.25 4.90	40.90 4.30 5.10	41.55 4.55 5.30	46.95 5.00 5.70	49.30 5.20 6.00	51.85 5.45 6.35			
Star Rubber Co. Akron, O Aug. 5, 1922	Comet Fbr Star Fbr Meteor Cord G.T. R.T.		c10.75 c11.25 1.90 2.40	c11.75 c14.85 2.25 2.80	d19.85 d17.80 2.55 2.95	c19.90 d27.95 3.10 3.45	d29.55 d29.55 3.20 3.65	d31.95 d32.90 3.35 3.80	d33.85 d33.85 3.50 4.00	d40.65 d40.65 4.05 4.65	d41.45 d41.45 4.20 4.75	d42.40 d42.40 4.25 4.90	d43.35 d43.35 4.30 5.10	d44.45 d44.45 4.55 5.30	d50.20 d50.20 5.00 5.70	d52.50 d52.50 5.20 6.00	d54.00 d54.00 5.45 6.35	d81.00 d81.00 10.15	d107.20 d107.20 14.20	
Sterling Tire Corp., Rutherford N. J. Aug. 15, 1922	"Vacuum Tread" Fabric "Sovereign" Cord Tubes		c13.40 c14.00 2.40	c15.60 c17.80 2.80	d22.95 d22.95 2.95	c19.70 d26.45 3.45	d29.15 d29.15 3.65	d30.05 d30.05 3.80	d30.85 d30.85 4.00	d37.70 d37.70 4.65	d38.55 d38.55 4.75	d39.50 d39.50 4.90	d40.70 d40.70 5.10	d41.55 d41.55 5.30	d46.95 d46.95 5.70	d49.30 d49.30 6.00	d51.85 d51.85 6.35	d86.80 d86.80 9.25		
Studebaker-Wulff Rubber Co., Marion, Ohio June 24, 1922	"Marion" N.S. "S. W." Cord & N.S. G.T. R.T.		c10.95 c18.00 1.90 2.40	c13.00 d25.50 2.25 2.80	d17.50 d29.40 2.55 2.95	c19.50 d29.40 3.10 3.45	d23.00 d32.40 3.20 3.65	d24.00 d33.40 3.35 3.80	d24.50 d34.25 3.50 4.00	d41.90 d41.90 4.05 4.65	d42.85 d42.85 4.20 4.75	d43.90 d43.90 4.25 4.90			d52.15 5.00 5.70	d54.75 5.20 6.00				
Sturges Tire & Rubber Co., Oakland, Calif. Sept. 1, 1922	N.S. Cord N.S. Tubes		10.00 2.16	11.00 2.68	21.04 2.88	d23.13 3.36	26.56 3.44	27.84 3.60	28.35 3.72	32.76 4.63	33.75 4.76	34.79 4.93	36.27 5.02		43.74 47.05 5.99	45.76 49.50 6.25	48.76 51.95 6.66			
Swinehart Tire & Rubber Co., Akron, Ohio Aug. 15, 1922	Hexagon Fbr G.T. TNT Cord Cord G.T.	1.90	c12.35 2.00	d14.90 2.25	d18.35 2.55	d21.00 3.10	d24.30 3.25	d25.20 3.35	d26.15 3.50	4.00 4.75	4.10 4.90	4.20 5.10	4.30 5.25	4.40 5.40		5.10 6.00	5.25 6.30			
Syracuse Rubber Co. Syracuse, N. Y. Aug. 1, 1922	"Syra"-Fabric "Syra"-Cord G.T. Red Antimony T.		c11.70 1.90 2.30	c12.60 c16.75 2.25 2.70	d22.95 d22.95 2.55 3.05	d26.45 d26.45 3.10 3.70	d29.15 d29.15 3.20 3.85	d30.05 d30.05 3.35 4.00	d30.85 d30.85 3.50 4.20	d37.70 d37.70 4.05 4.85	d38.55 d38.55 4.20 5.05	d39.50 d39.50 4.30 5.15	d40.70 d40.70 4.35 5.20	d41.55 d41.55 4.55 5.45	d46.95 d46.95 5.00 6.00	d49.30 d49.30 5.25 6.30	d51.85 d51.85 5.45 6.55	d78.55 d78.55 11.20		
Thermoid Rubber Co., Trenton, N. J. Jan. 20, 1922	Ribbed N.S. Cord Ribbed & N.S. De Luxe R.T. G.T.		c13.10 c13.60 2.20 2.00	c15.00 c15.35 2.50 2.35	19.60 20.60 2.80 2.65	c21.80 c22.80 3.25 3.15	28.00 29.10 33.05 3.25	29.00 30.40 34.10 3.50	30.00 31.60 34.95 3.60	35.00 36.70 42.75 4.40	36.25 37.90 44.80 4.60	37.20 39.10 44.80 4.70	38.90 40.85 46.10 4.80		41.00 43.00 53.20 5.50	42.50 44.65 55.80 5.60	48.50 50.85 58.75 5.80	84.30 84.30 10.15	117.70 117.70 14.25	
Trautwein Corp., Brooklyn, N. Y., Aug. 26, 1922	Cord R.T. Extra Heavy Cord T		c17.25 2.45	d22.95 2.90	d26.45 3.05	d29.15 3.55	d30.05 3.80	d30.85 3.90	d37.70 4.10	d38.55 4.25	d39.50 4.30	d40.70 4.40	d41.55 4.50	d46.95 5.10	d49.30 5.25	d51.85 5.45	d51.00 5.50			
Trent Rubber Co., Trenton, N. J. Nov. 15, 1921	N.S. Cord N.S. R.T. G.T.		10.95 2.40 2.15	13.75 2.80 2.50	19.15 2.95 2.65	21.35 3.45 3.10	24.95 3.65 3.30	26.30 3.80 3.40	26.85 4.00 3.60	33.40 4.20	34.50 4.25	35.65 4.30	37.30 4.40	37.80 4.50	41.20 5.15	43.50 5.40	45.75 5.75			
Triumph Tires 226 W. 56th St., New York City June 15, 1922	"Triumph" N.S. "Triumph" Cord N.S. "Timesco" N.S. "Timesco" Cord N.S. Tubes Cord Tubes		7.75 6.85 6.85 1.55 1.95	8.65 11.95 8.25 1.55 2.10	11.75 15.25 10.80 1.95 2.45	12.95 19.45 11.45 2.20 2.80	13.95 19.95 13.20 2.35 2.90	14.25 20.95 13.85 2.45 3.15	14.85 21.65 14.20 2.55 3.55	15.00 26.95 15.00 2.95 3.75	15.00 27.45 15.00 3.10 3.95	15.00 28.45 15.00 3.20 4.10	15.00 28.95 15.00 3.35 4.55	15.00 29.45 15.00 3.45 4.70	15.00 30.00 15.00 3.55 4.80	15.00 33.00 15.00 3.85 4.80	15.00 33.95 15.00 3.95 4.90			
Tropical Tire & Rubber Co., 365 Broadway, N. Y. City Aug. 15, 1922	N.S. Cord N.S. R.T.		11.40 1.70	10.50 12.45 2.05	16.90 22.95 2.25	21.35 26.45 2.95	22.45 29.15 3.05	23.65 30.05 3.20	24.15 30.85 3.35	30.05 37.70 3.95	31.05 38.55 4.10	32.05 39.50 4.20	33.55 40.70 4.25	34.00 41.55 4.35		39.30 49.30 5.15	41.70 51.85 5.35			
Tuscan Tire & Rubber Co., Carrollton, O. Dec. 1, 1921	6,000 N.S. 8,000 Cord N.S. Tubes		c12.35 2.40	c14.75 c20.75 2.80	d19.15 d25.50 3.10	c22.00 d32.40 3.50	d25.45 d33.40 3.70	d26.80 d34.25 3.85	d27.35 d34.25 4.00	d41.90 d41.90 4.75	d42.85 d42.85 4.90	d43.90 d43.90 5.10	d45.20 d45.20 5.25	d46.15 d46.15 5.40	d52.15 d52.15 5.70	d54.75 d54.75 6.00	d57.60 d57.60 6.30			
Tyer Rubber Co., Andover, "Tyrian" Nov. 15, 1921	Cord N.S. N.S. G.T. R.T.		c10.35 1.90 2.40	c18.50 c12.50 2.25 2.80	d25.75 *17.75 2.55 2.95	d32.50 d23.60 3.10 3.45	d33.50 d24.85 3.20 3.70	d34.50 d25.35 3.35 3.80	d41.85 d30.50 4.05 4.60	d42.80 d31.85 4.20 4.75	d43.90 d33.65 4.30 4.90	d45.20 d35.15 4.40 5.10	d46.15 d36.85 4.55 5.30	d52.15 d38.85 5.00 5.70	d54.80 d41.30 5.25 6.00	d57.60 d43.80 5.45 6.35	d57.60 d43.80 5.45 6.35			
U. & G. Rubber Mfg. Co. (6,000 miles) Trenton, N. J. Jan. 1, 1921	P. N.S. (8,000 miles) Cord N.S. "Safety" G.T. R.T.		c15.00 c16.80	c18.50 c20.00 c31.15	d22.15 d25.30 c18.15	c25.80 d28.00 d31.30	d30.30 d33.65 d52.30	d31.80 d35.35 d53.90	d33.50 d36.10 d55.30	d40.50 d45.00 d60.50	d41.80 d46.45 d62.00	d43.15 d47.95 d62.00	d45.10 d50.10 d63.85	d46.15 d51.10 d65.20		d52.90 d58.80 d77.35	d56.10 d62.35 d81.35			
U. S. Compression Inner Tuber Co. Tulsa, Okla. Nov. 22, 1921	"Tulsa" Cord N.S. N.S. Cord T. T.		13.05 9.60	14.85 10.20	17.10 12.00	22.05 13.20	22.30 13.80	26.25 14.40	27.55 15.20	38.40 16.00	37.60 16.60	38.40 17.20	42.00 17.80	43.20 18.40	44.00 19.20	51.20 19.60	53.60 22.80	56.80 20.40		
United States Tire Co., 1790 Broadway, N. Y. C. July 29, 1922 "Stalwart" "Granite," "G. & J." "Revere," "Nobby Tread," "Hartford," "Royal"	P. Usco Tread Chain Trea Nobby Tread Royal Cord Royal Tube G.T.		c 9.25 e 9.75 c11.40 c12.55	e 9.25 e 9.75 c11.40 c12.55	d15.70 d16.90 d16.90 d22.45	c18.65 c21.35 c23.00 d29.15	d20.85 d22.45 d24.35 d29.15	d21.95 d23.65 d25.55 d30.05	d22.40 d24.15 d26.05 d30.85	d30.05 d31.95 d33.85 d37.70	d31.05 d33.00 d34.00 d38.55	d32.05 d34.00 d35.65 d39.50	d33.55 d35.65 d36.15 d41.55	d34.00 d36.15 d37.25 d46.95	d39.30 d41.70 d43.20 d49.30	d41.70 d43.20 d44.75 d51.85	d41.70 d43.20 d44.75 d51.85			
Victor Rubber Co. Springfield, O. Nov. 15, 1921	Rbd. & N.S. Cord Rbd. Cord N.S. G.T. Spec. R.T.		12.35 19.00 2.15 2.90	14.75 26.35 2.55 3.40	19.15 26.85 2.90 3.65	22.05 30.95 3.45 4.15	25.45 33.60 3.55 4.40	26.80 34.10 3.70 4.55	27.35 35.55 3.90 4.70	34.05 40.90 4.65 5.55	41.85 48.85 4.75 5.75	42.90 49.90 4.80 5.85	44.10 50.20 4.90 6.00	45.20 51.50 5.05 6.10	52.15 58.15 5.55 6.90	53.50 59.50 5.80 7.25	56.25 62.25 6.05 7.60	56.25 62.25 6.05 7.60		
Virginian Rubber Co., Charleston, W. Va. Jan. 1, 1922	(6,000) N.S. Cord N.S.		12.35 18.30	14.70 25.75	18.55 25.75	20.25 25.75	24.75 32.50	26.00 33.50	26.50 34.50	31.75 42.70	34.10 43.75	35.20 44.85	36.10 45.95			41.85 55.85	45.75 55.85			
Voorhees Rubber Mfg. Co., Jersey City, N. J., May 15, 1921	R.T. G.T.		2.80 2.35	3.00 2.55	3.50 2.95	3.85 3.15	4.50 4.00	4.60 4.10	4.70 4.20	4.80 4.30	5.75 5.20	5.85 5.30	5.95 5.40	6.05 5.50	6.15 5.60	7.00 6.30	7.10 6.40	7.20 6.50		
Vulcan Rubber Co., Erie, Pa. Aug. 7, 1922	Rbd. & N.S. Cord Rbd. & N.S. Vulcan G.T. R.T. Latex G.T. R.T.		c 8.40 e 9.25 1.80 2.20 1.65 2.05	c 9.50 d14.65 2.15 2.35 1.75 2.15	d15.30 d22.95 2.45 2.90 2.10 2.30	c17.60 d26.45 3.10 3.40 2.80 3.20	d21.20 d29.15 3.20 3.50 3.00 3.30	d22.35 d30.05 3.30 3.60 3.10 3.40	d22.85 d30.85 3.40 3.70 3.20 3.50	d26.70 d37.70 4.00 4.60 4.10 4.70	d27.60 d38.55 4.10 4.75 4.20 4.80	d28.50 d39.50 4.20 4.85 4.30 4.90	d29.85 d40.70 4.30 4.95 4.40 5.00	d30.85 d41.85 4.40 5.05 4.50 5.10	d34.90 d46.95 4.95 5.60 4.65 5.35	d46.10 d58.15 5.15 5.80 4.85 5.55	d46.10 d58.15 5.15 5.80 4.85 5.55			
Wayne Tire & Rubber Co., Buffalo, N. Y. Jan. 2, 1922	N.S. G.T. R.T.		c12.30 1.90 2.40	c14.95 2.25 2.80	d19.20 2.55 2.95	c21.80 3.10 3.45	d25.45 3.20 3.70	d26.80 3.35 3.80	d27.45 3.50 4.00	d34.10 4.05 4.60	d36.20 4.20 4.75	d36.35 4.30 4.90	d38.05 4.40 5.10	d38.60 4.55 5.30		d44.55 5.25 6.00	*47.25 5.45 6.35			
World Tire Corp., 1508 Michigan Ave., Chicago.	"Hall" Cord Tubes			18.00 2.80	25.50 3.10	29.40 3.50	32.40 3.70	33.40 3.85	34.25 4.00	41.90 4.75	42.85 4.90	43.90 5.10	45.20 5.25	46.15 5.40	52.15 5.70	54.75 6.00	57.60 6.30			
Yale Tire & Rubber Co., New Haven, Conn. Aug. 8, 1922	N.S. Cord N.S. G. & R.T.		c10.25 2.00	c11.15 2.40	d17.75 2.90	c22.40 3.40	d23.55 3.60	d24.85 3.75	d25.35 3.80	d31.60 4.40	d39.10 4.90	d40.45 5.10	d41.50 5.25	d42.70 5.40	d43.60 5.55	d49.30 6.35	d51.75 6.60	d54.45 6.95	d82.50 9.50	

Tire and Rim Assn. of America to Continue Activities of Tire and Rim Assn.

An event of interest to the Automobile Industry occurred recently, when the meeting of the incorporators of the Tire and Rim Association of America, Inc., was held. This new body takes over and continues the activities of the Tire and Rim Association, and provides for complete representation of the tire, rim, wheel and related parts industries.

In the early days of the automobile, many tire manufacturers produced their own rims, and in several instances tires of other makes would not fit these rims. As the industry grew, the manufacture of rims was taken up as a separate enterprise, and it soon became evident that standardization was imperative in order to provide complete interchangeability of all makes of tires on all makes of rims.

To accomplish this the Clincher Automobile Tire Manufacturers' Association was formed and a line of standard rims worked out. Inspectors were placed in every rim plant and the official stamp of the association on rims became a guarantee that all makes of tires would fit them. The association was managed by the executive heads of the member companies and minutes of meetings carried the names of such well known figures as F. A. Seiberling, then president of the Goodyear Tire & Rubber Company, and now president of the Seiberling Rubber Company; C. J. Butler, president of Morgan & Wright, and now also vice president of the United States Rubber Company; H. S. Firestone, president of the Firestone Tire & Rubber Company; John Kelsey, president of the Kelsey Wheel Company, and others.

In 1917 the name was changed to the Tire and Rim Association, and its management devolved upon the technical executives of the member companies. During the war the association rendered valuable assistance to the government in working out a standardization program to reduce the number of tire sizes and types. The economies resulting from this work were enjoyed by all branches of the related industries and gave a great impetus to the tire standardization movement of today.

The Tire and Rim Association of America, Inc., provides for membership from the tire, rim, wheel and related parts industries, and is governed by a Board of Directors composed of fifteen members. Seven of these represent tire manufacturers, four rim, three wheel and one the related parts manufacturers. Election of directors resulted as follows:

Tires.—Firestone Tire & Rubber Co., J. E. Hale; Fisk Rubber Co., J. D. Anderson; B. F. Goodrich Co., W. H. Allen; Goodyear Tire & Rubber Co., B. Darrow; Hood Rubber Co., E. O. Fritch; Miller Rubber Co., C. F. Offensend; United States Rubber Co., S. P. Thacher.

Rims.—Hayes Wheel Co., J. H. Wagonhorst; Jaxon Steel Products Co., W. B. Minch; Kelsey Wheel Co., Ford Lawrence; Standard Parts Co., John Younger.

Wheels.—Budd Wheel Co., P. Pleiss; Motor Wheel Corp., C. C. Carlton; Wire Wheel Corp. of America, O. J. Rohde.

Related Parts.—A. Schrader's Son, Inc., W. J. Kirkpatrick.

The first meeting of the Board of Directors was held immediately after the meeting of the incorporators and the following officers were elected: President, S. P. Thacher; vice president, John Younger; secretary, C. A. Thompson; treasurer, H. W. Kranz.

Mr. Thompson also remains as General Manager and C. E. Bonnett as Chief Rim Inspector.

The new association covers the entire field of tire and rim standardization, while continuing the work of rim inspection and its plans include close co-operation with other bodies engaged in related work. Its immediate goal is the enrolling in its membership of every tire, rim, wheel and related parts manufacturer in the United States and Canada. In addition to the home office of the corporation, in Hartford, the new association will continue to use the offices occupied by the Tire and Rim Association in the Leader-News Building, Cleveland, Ohio.

Paige Brings Out Special Jewett Model

Realizing that paint and trim give a car the individuality that often makes a satisfied customer out of a luke warm prospect, the Paige Motor Car Co. has added to its Jewett line a "special" in the touring model.

The new job mounted on the standard 50 horsepower Jewett chassis, has the body and hood finished in mole-skin gray. The color, besides being dust proof in character, brings out the straight lines of the body. A nickeled radiator shell and Tuarc disk wheels are fitted, the wheels being finished in the gray of the body with a touch of scarlet at the hubs, and nickeled rims. Outside valve stems furnish wood wheel convenience with disk wheel beauty.

Harmonizing with the gray of the body, the upholstery is a gray green Spanish leather, laid over deep sprung cushions. The upholstery gives the final touch of smartness which marks the car as a special in color and finish. Standard black running gear and fenders are fitted.

This model, with special finish, wheel equipment, and upholstery, lists at \$1,095, or \$100 more than the standard blue Jewett, with black leather upholstery and wood wheels.

Gernandt Oil Engine Developed by Bendix

Vincent Bendix, president of the Bendix Engineering Works, of Chicago, and also the inventor of the Eclipse-Bendix drive, announces that his company has developed the Gernandt oil engine, designed for use in automobiles, motor-boats and locomotives, to the point where it can be offered to the industry. The Bendix company will not manufacture the engine but license its manufacture by others.

Bendix, Waldo G. Gernandt and Charles Bathrick have been working on this engine for the past five years and the design is protected by a series of basic patents.

George P. Smith Chosen Head of Mercer Motors

At a meeting of the board of directors of the Mercer Motors Co., Trenton, N. J., George P. Smith, of Smith & Gallatin, brokers of New York City, was elected president to fill a vacancy which has existed since the company severed relations with Hares Motors.

R. W. Barnus was chosen vice-president in charge of production and finance to succeed H. E. Barthel, resigned. Barnum was formerly vice-president and general manager of the Barnum-Richardson Co., iron manufacturer of Lime Rock and East Canaan, Conn., and for the last three years has served as general manager of the body department of Mercer Motors in New Haven.

W. A. Smith was elected vice-president in charge of sales and service. He has been connected with the company in various capacities for the last twelve years, and for the last year and a half has served as general sales manager.

Dealers in Parts for Orphan Cars

Parts for Orphan Cars are Carried by the Dealers Listed on Opposite Page. The Numbers Immediately Following the Name of the Car Correspond to the Numbers Preceding Name of the Dealer Who Carries Parts for That Particular Car.

Abbott123-136-144
Acme123
Adams Truck93
Aerocar1-8-9-123
Alco33-123
Alden-Sampson123-143
Allen5
Allis-Chalmers123
Alpena64-123
Alter2-123
American 2-8-9-93-99-123
American Mors135
Ames8-9
Amplex64-99-123
Anchor3
Anhut123
Argo10-67-99-123
Atlantic123
Atlas8-9-11-64-99-123
Autocar7
Autocrat99
Avery10

Babcock20-64-123
Badger8-9-123-138
Barnes123
Benham64-123
Bergdoll8-9-10-24-64-90-99
Berkshire8-9-123
Berliet123
Bessemer45-123
Bimel2-123
Black-Crow44
Blomstrom123
Borland123
Bourne-Magnetic6
Briggs-Detroit90-123
Brintell123
Broc (elec.)123
Brodesser123
Brown-Commercial67
Browniekar75
Brush22-64-123-142-143
Buffalo (elec.)123
Burch114

California123
Cameron30
Carhartt8-9-64-123
Car Nation8-9-123-144-152
Cartercar10-123-142
Carthage123
Century123
Chadwick32
Cinco123
Cino123-124
Clark35-123
Clark-Carter45-55-123
Cleveland61
Coates-Goshen36-64-105
Colburn37-123
Colby123
Columbia-Hartford39-123-143
Columbus62
Columbus (elec.)115
Columbus Gasoline40
Connersville123
Continental123-163
Corbin42
Corbitt123
Correia8-9-64-136

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Courier-Glide99
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Crescent8-9-123
Cricket123
Crow8-9-44-123
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Croxtton-Keeton8-123
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Dayton123
Dearborn-Detroit123
Deere-Clarke90
De Kalb123
De Luxe123
De Mot123
Deschaum123
De Sota170
De Tangle2-8-9-48-123
Detroit-Chatum123
Detroit123-136-143
Dolson8-9-123
Douglas50
Dragon120-123
Duer34
Durocar123

Eclipse123-157
Economy12
Edwards123
Elco2
Elk123
Elmore8-9-64-123
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Enger2-8-10-54-136
Everitt123-136-143
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Glide10-15
Grabowski64-123
Gramm61-123
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Great Western8-9-67-99-123
Green Dragon12
Grout123-128

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Marron123
Marvel123
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Merchant123
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Northwestern123
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Oswald12
Otto79
Owen123

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Palmer-Singer9-64-123-139
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1. Akeley-Steele Co., 79 Galena Blvd., Aurora, Ill.
2. American Motor Parts Co., Indianapolis, Ind.
3. Anchor Buggy Co., Cincinnati, Ohio.
4. Anchor Motor Car Co., St. Louis, Mo.
5. Allen Motor Service Co., 2200 Diamond St., Phila., Pa.
6. Atlantic Refining Co., Phila., Pa.
7. Autocar Co., Ardmore, Pa.
8. Auto Gear Co., 844 Eighth Ave., N. Y. City.
9. Auto Gear & Parts Co., Atlanta, Ga.
10. Auto Parts Co., St. Louis, Mo.
11. Automobile Sales Co., Springfield, Mass.
12. Auto Salvage Co., Inc., Kansas City, Mo.
13. Auto Tire & Parts Co., Cape Girardeau, Mo.
14. Automotive Corp., Toledo, Ohio.
15. Avery Co., Peoria, Ill.
20. Babcock Mfrs.' Sup. Co., Watertown, N. Y.
21. Babel, L., 371 E. 29th St., Chicago, Ill.
22. Barney's Auto Parts Co., 236 W. 50th St., N. Y. City.
23. Bauer Mach. Wks., Kansas City, Mo.
24. Bergdoll Co., Louis J., Phila., Pa.
25. Buda Co., Harvey, Ill.
26. Burt Motor Car Co., Los Angeles, Calif.
30. Cameron Motors Corp., 2 Columbus Circle, N. Y. City.
31. Case Threshing Mch. Co., J. L., Racine, Wisc.
32. Chadwick Engrg. Works, Pottstown, Pa.
33. Chandler, Ralph J., 526 So. Flower St., Los Angeles, Cal.
34. Chicago Coach & Carr. Co., Chicago, Ill.
35. Clark Motor Car Co., Shelbyville, Ind.
36. Coates-Goshen Auto Co., Goshen, N. Y.
37. Colburn Automobile Co., Denver, Colo.
38. Colter, A. W., Toledo, Ohio.
39. Columbia Auto Rep. Co., Hartford, Conn.
40. Columbus Buggy Parts Co., Columbus, Ohio.
41. Commonwealth Motors Co., 326 W. Madison St., Chicago, Ill.
42. Corbin Motor Vehicle Co., New Britain, Conn.
43. Council Bluffs Auto Parts Co., Council Bluffs, Iowa.
44. Crow-Elkhart Motor Co., Elkhart, Indiana.
45. Cutting Co., Robt. M., Chicago, Ill.
46. Dauch Mfg. Co., Sandusky, Ohio.
47. DeKalb Wagon Co., DeKalb, Ill.
48. DeTamble Motors Co., Indianapolis, Ind.
49. Driggs-Seabury Ordnance Co., Sharon, Pa.
50. Douglas Motors Corp., Omaha, Neb.
52. Elkhart Carriage & Motor-Car Co., Elkhart, Ind.
53. Empire Automobile Co., Indianapolis, Ind.
54. Enger Motor Car Co., Indianapolis, Ind.
55. Erbes, L. C., 2654 W. University Ave., St. Paul, Minn.
58. Filer & Stowell, Milwaukee, Wisc.
60. Gaeth Motor Car Co., Cleveland, Ohio.
61. Garford Motor Truck Co., Lima, Ohio.
62. Genesee Auto Wrecking Co., 430 Genesee St., Buffalo, N. Y.
63. Goldberg, H., 1420 So. 8th St., Phila., Pa.
64. Gorey & Co., Jos. C., 354 W. 50th St., N. Y. City.
65. Gramm Motor Truck Co., Lima, Ohio.
66. Grant Mach. Works, 5401-33rd Ave. So., Seattle, Wash.
67. Great Western Auto Co., Kalamazoo, Mich.
68. Geneva Wagon Co., Geneva, N. Y.
70. Hannon, J. E., 24 Mass. Ave., Detroit, Mich.
71. Harris Bros. Co., Chicago, Ill.
72. Hartford Motor Car Co., Hartford, Conn.
73. Hass Elec. & Mfg. Co., R., Springfield, Ill.
74. Hassler Motor Car Co., Indianapolis, Ind.
75. Hinsdale Elec'l Sup. Co., Hinsdale, Ill.
76. Holzapfel & Son, Henry, Richmond, Ind.
77. Jackson Motors Corp., Jackson, Mich.
78. Johnson Service Co., Milwaukee, Wis.
79. Jones, Mark W., 53rd & Lansdowne Ave., Phila., Pa.
83. Kalamazoo Motors Corp., Kalamazoo, Mich.
84. Keith Bros., Elkhart, Ind.
85. Kelsey Motor Co., Hartford, Conn.
86. Knox Motors Co., Springfield, Mass.
90. Levene Motor Co., Phila., Pa.
91. Levengood, A. J., 153 N. 4th St., Reading, Pa.
92. Lion Motor Parts Co., Phila., Pa.
93. Longaker Co., V. A., Indianapolis, Ind.
94. Lozier Motor Car Co., Detroit, Mich.
95. Mansfield Steel Corp., Detroit, Mich.
97. Marathon Service Co., Nashville, Tenn.
98. Matheson Co., Frank F., Wilkes-Barre, Pa.
99. Maxwell Bros. Auto Salvage Co., St. Louis, Mo.
100. Metz-Friction Service, Waltham, Mass.
101. Midland Motor Co., Phila., Pa.
102. Midland Motor Car & Truck Co., P. O. Box 152, Oklahoma City, Okla.
103. Mid-West Auto Parts Co., 1318 W. B'way, Council Bluffs, Iowa.
104. Mier Carriage & Buggy Co., Ligonier, Ind.
105. Miller Car Co., Goshen, N. Y.
106. Moffitt's Sons, B. O., Binghamton, N. Y.
107. Muskegon Auto Co., Muskegon, Mich.
108. Mutual Motors Co., No. Tonawanda, N. Y.
109. Olds Motor Works, Lansing, Mich.
110. Myers Machine Co., Sheboygan, Wis.
114. Nebraska Iron & Metal Co., 122 Norfolk Ave., Norfolk, Nebr.
115. New Columbus Buggy Co., Columbus, Ohio.
116. Newton Co., J. E., 165 Bedford St., Fall River, Mass.
118. Pathfinder Co., Indianapolis, Ind.
119. Petrie & Morgenthall, Greencastle, Pa.
120. Phila. Mach. Wks., Phila., Pa.
121. Pullman Motor Car Co., York, Pa.
122. Pungs-Finch Auto & Gas Eng. Co., Detroit, Mich.
123. Puritan Mach. Co., Detroit, Mich., and N. Y. City.
124. Queen City Auto Parts Co., 638 Main St., Cincinnati, Ohio.
126. R. C. H. Corp., Detroit, Mich.
127. Randolph Motor Truck Co., Flint, Mich.
128. Red Arrow Auto Co., Orange, Mass.
129. Republic Motor Car Co., Youngstown, Ohio.
130. Riverside Mchy. Depot, Detroit, Mich.
131. J. Rosenfield, 521 Sixth St., So. Boston, Mass.
132. Royal Tourist Co., 72nd St. & St. Clair Ave., Cleveland, Ohio.
135. St. Louis Car Co., St. Louis, Mo.
136. Saunders, Ernest W., 27 Stanhope St., Boston, Mass.
137. Schacht Motor Truck Co., G. A., Cincinnati, Ohio.
138. Schultz & Harder, Columbus, Wisc.
139. Singer Motor Co., 102 West End Ave., N. Y. City.
141. Southern Auto & Equip. Co., Atlanta, Ga.
142. Southern Welding Co., Waco, Tex.
143. Standard Motor Parts Co., Newcastle, Ind.
144. Standard Motor Parts Co., Detroit, Mich.
145. Staver Co., 106 W. 55th St., Chicago, Ill.
146. Stevens Duryea Co., Chicopee Falls, Mass.
147. Stevens Duryea Co., 72-12th St., San Francisco, Calif.
148. Stevens Duryea Service, Inc., 219 E. 67th St., N. Y. City.
149. Studebaker Corp. of America, Detroit, Mich.
150. Stutz Motor Car Co., 2450 Mich. Ave., Chicago, Ill.
151. Y. F. Stewart Motor Car Co., Bowling Green, Ohio.
152. Shaw Auto Sales Co., 513 W. 50th St., New York.
156. Thomas Motor Car Co., E. R., Buffalo, N. Y.
157. Toepfer's Sons, Frank, Milwaukee, Wisc.
160. Walker & Barkman Mfg. Co., Hartford, Conn.
161. Waukesha Motor Co., Waukesha, Wis.
162. Wolf Auto Parts & Tire Co., 619 N. Ill. St., Indianapolis, Ind.
163. Wyckoff Auto Salvage Co., Sioux City, Iowa.
167. York Motor Car Co., York, Pa.
170. Zimmerman Mfg. Co., Auburn, Ind.

Bearing Service Co. to be Dissolved

The Bearings Service Co. as an active organization will be dissolved December 31, 1922, according to Alfred K. Hebner, president and general manager.

The Bearings Service Co. was incorporated June 26, 1916, and will have completed by December 31, 1922, six and one-half years of existence, being the concern acting through 32 direct branches and approximately 1,000 distributors as the service department of The Timken Roller Bearing Co., the Hyatt Roller Bearing Co. and The New Departure Manufacturing Co. for the service distribution of Timken, Hyatt and New Departure bearings.

Mr. Hebner issued the following statement:

"Although the same mutually friendly attitude exists among the manufacturing principals through whose efforts the Bearings Service Co. was brought into existence, with automotive service activities and policies becoming more and more important in the industry as they have during the past several years there has been a growing mutual realization between The Timken Roller Bearing company and the General Motors Corp., whose interests have been represented in the Bearings Service Co., that the best ultimate goal would be secured by each through a separation of their bearings service program.

"To this end on and after October 1, 1922, the servicing of Hyatt and New Departure bearings, the manufacturers of which are units of the General Motors Corporation, will be handled by the United Motors Service, Inc., and a new company to be known as as The Timken Roller Bearing Sales & Service Co. will care for the servicing of Timken bearings.

"Until January 1, 1923, when The Timken Roller Bearing Sales & Service Co. will be in operation, the Bearing Service Co. will continue the servicing of Timken bearings as heretofore at all its 32 direct branches located in the following cities: Atlanta, Boston, Chicago, Detroit, Los Angeles, Minneapolis, New York, San Francisco, Seattle, Kansas City, Dallas, Cleveland, Denver, Indianapolis, Birmingham, Richmond, Philadelphia, St. Louis, New Orleans, Pittsburgh, Omaha, Portland, Toronto, Winnipeg, Brooklyn, Fresno, Milwaukee, Salt Lake City, Baltimore, Buffalo, Newark, Oklahoma City.

"In addition in any of these cities where the United Motors Service, Inc., does not have branches the Bearings Service Company's branches up to January 1, 1923, will sell for service Hyatt and New Departure bearings.

"To indicate the continued mutually friendly attitude in service affairs between the manufacturers of Timken, Hyatt and New Departure bearings, the United Motors Service, Inc., will appoint as service distributors of Hyatt and New Departure bearings the direct branches of The Timken Roller Bearing Sales & Service Co. in cities where the United Motors Service, Inc., has no direct branches and conversely The Timken Roller Bearing Sales & Service Co. will appoint direct branches of the United Motors Service, Inc., as its service distributors for Timken bearings in such cases.

"These arrangements will result in the public obtaining just as good if not better service on all these bearing lines, Hyatt, Timken and New Departure, than has been available in the past through the Bearings Service Company."

K. K. Hoag has been appointed advertising manager of the Hyatt Roller Bearing Co.

Arrow Motors Changes Name to Courier

The Arrow Motors Co., Sandusky, Ohio, has changed its corporate name to the Courier Motors Co. to conform with the name of its car, which will be known as the Courier. As has been previously announced, the Arrow Motors Co. acquired the plants, assets and good will of the former Maibohm Motors Co. The Courier Motors Co. takes all these over from the Arrow Motors Co.

Production is under way on six cylinder models, which are custom-built and painted, and it is stated that enough orders are on hand to keep the plants at capacity for several months.

The officers of the company are A. C. Burch, president, who was former vice-president and director of sales of the Clydesdale Motor Truck Co.; O. O. Brace, vice-president, who is also president of the Sandusky Nut Co.; E. E. Ernst, treasurer; J. G. Pyle, secretary and general counsel; E. G. Kirby, vice-president of the Commerce-Guardian Trust & Savings Bank, Toledo; R. E. Hayslett, treasurer of the Hydraulic Steel Co., Cleveland; and N. T. Brotherton, of The Brotherton Co., Detroit.

All-Steel Business Sedan Being Produced by Dodge

A new all-steel business sedan is announced by Dodge Brothers, Detroit. It will sell for \$1,195, or \$250 under the price of the previous sedan model which it replaces. The feature of the new body model is the use of steel for the entire body construction with the exception of the roof, which is of fabric construction not subject to rumble.

The finish is baked enamel instead of that obtained by the 18 hand rubber and painting operations formerly used, and this making it possible to mature the jobs in five days instead of ten. The upholstery is leather.

The rear seat cushion, rear side and back cushions are separate units, converting the entire rear section of the car into a spacious carrying compartment.

The front seat tilts forward, affording clearance through the rear doors. This gives a door opening large enough to admit a trunk or parcel 22 in. wide by 48 in. high.

American Commercial Car Co. Asks Permission to Dissolve

The American Commercial Car Co., Detroit, has filed application with the Wayne Circuit Court, for permission to dissolve and wind up its affairs under the provisions of the statutes of Michigan, and asked that the Security Trust Co. be appointed temporary receiver for this purpose. This application does not mean that the corporation is insolvent and unable to pay its bills, but was filed because of present day depressed business conditions and other reasons, which made further operation of the business unprofitable.

Olds Opens New Showroom in Detroit

As an addition to the Oldsmobile sales facilities in Detroit, the Olds Motor Works, of Lansing, Mich., has opened a new show room in the General Motors Building, at the corner of Grand and Second Boulevards. The new show room is to be under the direction of Ross C. Lowrie, who for years has been with the Oldsmobile branch in Detroit. In addition to the new General Motors Building show room, the company will continue to operate its branch show room at Woodward Ave. and Sproat St., under the direction of William J. Clemens, branch manager.

BEARING DATA SECTION

In this section we have published the type number of both Ball and Roller Bearings used in about 3,000 models of Passenger Cars and Trucks from 1909 to 1919. Where Ball Bearings are used by the number of the bearing is given. Where Roller Bearings are used both the name of the bearing and the number are given.

EQUIVALENT TABLE OF ANNULAR BEARINGS

Annular Ball Bearings are interchangeable. Below is a table showing the type number of each manufacturer equivalent to numbers we have used, which appear in the first column.

Key Bearing Numbers	Hess-Bright		S. R. B. Ball	Gurney	U. S. (Strom)	Fafnir	R. I. V.	F. & S.	S. R. O.	Norma Ball	Schafer	Schatz Universal	S. K. F.	Rhine- land	B. F.	New Departure	
	Regular	Monarch														Radax	S. L.
200	200	6200	200	200	200	200a	0000A	A 10			202	200	1200	200a	200a	0200	120
201	201	6201	201	201	201	201a	000A	A 12			202B	201	1201	201a	201a	0201	120
202	202	6202	202	202	202	202a	00A	A 13			203	202	1202	202a	202a	0202	1202
203	203	6203	203	203	203	203a	0A	A 17			203B	203	1203	203a	203a	0203	1203
204	204	6204	204	204	204	204a	1A	A 20	354b	L 20	204	204	1204	204a	204a	0204	1204
205	205	6205	205	205	205	205a	2A	A 25	355	L 25	205	205	1205	205a	205a	0205	1205
206	206	6206	206	206	206	206a	3A	A 30	356	L 30	206	206	1206	206a	206a	0206	1206
207	207	6207	207	207	207	207a	4A	A 35	357	L 35	207	207	1207	207a	207a	0207	1207
208	208	6208	208	208	208	208a	5A	A 40	358	L 40	208	208	1208	208a	208a	0208	1208
209	209	6209	209	209	209	209a	6A	A 45	359	L 45	209	209	1209	209a	209a	0209	1209
210	210	6210	210	210	210	210a	7A	A 50	360	L 50	210	210	1210	210a	210a	0210	1210
211	211	6211	211	211	211	211a	8A	A 55	361	L 55	211	211	1211	211a	211a	0211	1211
212	212	6212	212	212	212	212a	9A	A 60	362	L 60	212	212	1212	212a	212a	0212	1212
213	213	6213	213	213	213	213a	10A	A 65	363	L 65	213	213	1213	213a	213a	0213	1213
214	214	6214	214	214	214	214a	11A	A 70	364	L 70	214	214	1214	214a	214a	0214	1214
215	215	6215	215	215	215	215a	12A	A 75	365	L 75	215	215	1215	215a	215a	0215	1215
216	216	6216	216	216	216	216a	13A	A 80	366	L 80	216	216	1216	216a	216a	0216	1216
217	217	6217	217	217	217	217a	14A	A 85	367	L 85	217	217	1217	217a	217a	0217	1217
218	218	6218	218	218	218	218a	15A	A 90	368	L 90	218	218	1218	218a	218a	0218	1218
219	219	6219	219	219	219	219a	16A	A 95	369	L 95	219	219	1219	219a	219a	0219	1219
220	220	6220	220	220	220	220a	17A	A100	370	L100	220	220	1220	220a	220a	0220	1220
221	221	6221	221	221	221	221a	18A	A105	371	L105	221	221	1221	221a	221a	0221	1221
222	222	6222	222	222	222	222a	19A	A110	372	L110	222	222	1222	222a	222a	0222	1222
300	300	6300	300	300	300	300a	1B	B 10		M 10	302	300	1300	300a	300a	0300	1300
301	301	6301	301	301	301	301a	2B	B 12	301b	M 12	302b	301	1301	301a	301a	0301	1301
302	302	6302	302	302	302	302a	3B	B 15	302b	M 15	303	302	1302	302a	302a	0302	1302
303	303	6303	303	303	303	303a	4B	B 17	302c	M 17	303b	303	1303	303a	303a	0303	1303
304	304	6304	304	304	304	304a	5B	B 20	303	M 20	304	304	1304	304a	304a	0304	1304
305	305	6305	305	305	305	305a	6B	B 25	304	M 25	305	305	1305	305a	305a	0305	1305
306	306	6306	306	306	306	306a	7B	B 30	305	M 30	306	306	1306	306a	306a	0306	1306
307	307	6307	307	307	307	307a	8B	B 35	306	M 35	307	307	1307	307a	307a	0307	1307
308	308	6308	308	308	308	308a	9B	B 40	307	M 40	308	308	1308	308a	308a	0308	1308
309	309	6309	309	309	309	309a	10B	B 45	308	M 45	309	309	1309	309a	309a	0309	1309
310	310	6310	310	310	310	310a	11B	B 50	309	M 50	310	310	1310	310a	310a	0310	1310
311	311	6311	311	311	311	311a	12B	B 55	310	M 55	311	311	1311	311a	311a	0311	1311
312	312	6312	312	312	312	312a	13B	B 60	311	M 60	312	312	1312	312a	312a	0312	1312
313	313	6313	313	313	313	313a	14B	B 65	312	M 65	313	313	1313	313a	313a	0313	1313
314	314	6314	314	314	314	314a	15B	B 70	313	M 70	314	314	1314	314a	314a	0314	1314
315	315	6315	315	315	315	315a	16B	B 75	314	M 75	315	315	1315	315a	315a	0315	1315
316	316	6316	316	316	316	316a	17B	B 80	315	M 80	316	316	1316	316a	316a	0316	1316
317	317	6317	317	317	317	317a	18B	B 85	316	M 85	317	317	1317	317a	317a	0317	1317
318	318	6318	318	318	318	318a	19B	B 90	317	M 90	318	318	1318	318a	318a	0318	1318
319	319	6319	319	319	319	319a	20B	B 95	318	M 95	319	319	1319	319a	319a	0319	1319
320	320	6320	320	320	320	320a	21B	B100	319	M 100	320	320	1320	320a	320a	0320	1320
321	321	6321	321	321	321	321a	22B	B105	320		321	321	1321	321a	321a	0321	1321
322	322	6322	322	322	322	322a	23B	B110	321		322	322	1322	322a	322a	0322	1322
403	403	6403	403	403	403	403a	1C	C 17	331	S 17	403b	403	403	403a	403a	0403	1403
404	404	6404	404	404	404	404a	2C	C 20	332	S 20	404	404	404	404a	404a	0404	1404
405	405	6405	405	405	405	405a	3C	C 25	333	S 25	405	405	405	405a	405a	0405	1405
406	406	6406	406	406	406	406a	4C	C 30	334	S 30	406	406	406	406a	406a	0406	1406
407	407	6407	407	407	407	407a	5C	C 35	335	S 35	407	407	407	407a	407a	0407	1407
408	408	6408	408	408	408	408a	6C	C 40	336	S 40	408	408	408	408a	408a	0408	1408
409	409	6409	409	409	409	409a	7C	C 45	337	S 45	409	409	409	409a	409a	0409	1409
410	410	6410	410	410	410	410a	8C	C 50	338	S 50	410	410	410	410a	410a	0410	1410
411	411	6411	411	411	411	411a	9C	C 55	339	S 55	411	411	411	411a	411a	0411	1411
412	412	6412	412	412	412	412a	10C	C 60	340	S 60	412	412	412	412a	412a	0412	1412
413	413	6413	413	413	413	413a	11C	C 65	341	S 65	413	413	413	413a	413a	0413	1413
414	414	6414	414	414	414	414a	12C	C 70	342	S 70	414	414	414	414a	414a	0414	1414
415	415	6415	415	415	415	415a		C 75			415	415	415	415a		0415	1415
416	416	6416	416	416	416	416a	13C	C 80	343	S 80	416	416	416	416a	416a	0416	1416
417	417	6417	417	417	417	417a		C 85			417	417	417	417a		0417	1417
418	418	6418	418	418	418	418a	14C	C 90	344	S 90	418	418	418	418a	418a	0418	1418
419	419	6419	419	419	419	419a		C 95			419	419	419	419a		0419	1419
420	420	6420	420	420	420	420a	15C	C100		S100	420	420	420	420a	420a	0420	1420

Roller and Ball Bearing Data for Cars and Trucks from 1908 to 1921

KEY

FRONT AXLE BEARINGS

- A—Inner Wheel.
B—Outer Wheel.
C—Steering Knuckle Thrust.

REAR WHEEL BEARINGS

- D—Inner.
E—Outer.
F—Single Bearing.

DIFFERENTIAL BEARING:*

- G—Right Hand.
H—Left Hand.

I—Thrust.

DRIVE BEARINGS

- J—Pinion or Worm Shaft Front.
K—Pinion or Worm Shaft Rear.
L—Worm Spindle Thrust Front.
M—Worm Spindle Thrust Rear.
N—Universal Joint Propeller Shaft.

CLUTCH BEARINGS

- O—Clutch Shaft Pilot.
P—Clutch Shaft Rear.
Q—Clutch Yoke or Throwout.

R—Clutch Spider.

S—Transmiss. Eng. Clutch Shaft.

MOTOR BEARINGS

- T—Camshaft Front.
U—Camshaft Rear.
V—Camshaft Center.
W—Crankshaft Front.
X—Crankshaft Center.
Y—Crankshaft Rear.

TRANSMISSION BEARINGS

- AA—Main Shaft Front.

BB—Main Shaft Rear.

- CC—Spline Shaft Pilot.
DD—Counter Shaft Front.
EE—Counter Shaft Rear.
FF—Reverse Idler Gear.

FAN BEARINGS

- GG—Hub Bearing.
HH—Water Pump Shaft Bearing.
JJ—Air Pump Shaft Bearing.

STEERING POST

- KK—Thrust Upper.
LL—Thrust Lower.

Magnetos and Lighting Generators are not covered in the following tables. Repairs on these machines are highly specialized work, and best results are obtained by returning to the manufacturer or to an electrical Repair Service Station especially equipped for this service.

HOW TO USE THIS TABLE.—Look in the key at the top of this page for the letter corresponding to the particular bearing desired. Turn to the table and find the make and model of car for which the bearing is desired. Follow until the key letter is found.

In the Case of Roller Bearings, the make of bearing, followed by the manufacturer's type number, will be found following the key letter, as (Hy 16727) meaning, Hyatt bearing number 16727. Timken bearings can be supplied in parts, being composed of cone and cup. The numbers given show the cone first, as (5351-5320), 5351 being the cone, and 5320 the cup. Where Timken Bearings immediately follow name of car and model, and before any letter is used, it means that all bearings mentioned in that model are Timken Roller.

In the Case of Ball Bearings, the different makes of which are interchangeable, a number alone will be found following the key letter. This is a key number. Turn back to the equivalent table of annular ball bearings, at the beginning of the bearing section, and find this key number, which will be in the first column. Follow across the page until the column containing the make of bearing desired is reached. The number in this column will be the manufacturer's type number. In some instances, a notation such as the following will be found: 307 x 1½"; this means, 307 bearing with a special width, namely, 1½" wide instead of the usual width employed. Where the letters B, C, N, D or T appear after the bearing, that letter must be used in ordering, as it is part of the manufacturer's designation number.

ABBREVIATIONS

- Ann—Annular Ball Bearing.
D. R.—Double Row.
S. R.—Single Row.
R. T.—Radial-Thrust Bearings.
Norma—Norma Co. of Amer.

- Bantam—Bantam Ball Brg. Co.
Bock—Standard Parts.
B. & B.—Borg & Beck.
Bower—Bower.
D. W. F.—Hess-Bright.
F. S.—J. S. Bretz.

- Gur.—Gurney. Faf.—Fafnir.
H. B.—Hess-Bright.
Hy.—Hyatt.
N. D.—New Departure.
Rh.—Rhineland.

- Brg. Co. of Amer.—Bearing Co. of America.
S. K. F.—S. K. F. Industries.
S. R. B.—Standard Roller Bearing.
Tim.—Timken Bearing.
U. S.—"U. S. Strom."

ABBOTT—1916 (6-44)—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209AL; (G) Bower, 209A; (AA) 210; Hy, 27797; (BB) 206; Hy, 27899; (DD) 306; Hy, 26972; (EE) 308; Hy, 26972; (FF) Hy, 26956.
1917 (6-44)—(A, B, D & E)—Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0407.
1918 (6-44)—(A) Bower, 308AL; (B) Bower, 305AL.
1917 (6-60)—(A) Br, 308AXL; (F) 16681; (G & H) Hy, 26056; (J) 307; (K) 407.

ACASON—1916 (2 Ton)—All Timken Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 335-3320; (BB) 357-353; (DD & EE) 339-333.
1917-18-19 (1½ Ton)—(AA) Hy, 97026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
1918—Tim. Brgs. from A-K on all models—(2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1918 (3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
1918 (5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320.
1919 (3½ Ton)—(Q) 205; (AA) 212DR; (BB) 308DR; (DD & EE) 306.
1920 (R-1 Ton)—(D) 539TE-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (Q) 205; (BB) 307; (DD) 305; (EE) 306.
1920 (R-1½ Ton)—(D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539LE-532; (Q) 205; (AA) Hy, 17026; (BB) 308; (CC & FF) Hy, 16820; (DD & EE) H16506.
1920 (H-2½ Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559T-552; (J) 539E-532; (K) 5578E-5521; (Q) 205; (AA) 209; (BB) 309; (CC & FF) Hy, 26839; (DD) 306; (EE) 307; (HH) Hy, 27095.
1920 (L-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 6375E-6323; (K) 559-552; (Q) 205; (AA) 209; (BB) 306; (CC & FF) Hy, 17966; (DD) 307; (HH) Hy, 27095.
1920 (M-5 Ton)—(A) 5550-5520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J) 6375E-6323; (K) 6455E-6420; (Q) 205; (AA) 210; (BB) 310; (CC & FF) Hy, 17966; (DD) 307; (EE) 308; (HH) Hy, 27095.

ACME—1916-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 339-333; (DD & EE) 319-313.
1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456-454; (J & K) 539C-532.
1919-1920—Tim. Brgs. from A-K on all models—Model (A)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 307; (O) 205; (P) 212DR; (Q) T19; (BB) 308DR; (DD & EE) 306; (GG) Oakes CX1608.
1919 (B)—(A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (P) 212DR; (Q) T19; (BB) 307DR; (DD & EE) 306; (GG) Oakes CX1608.
1919-1920 (C)—(A) 4550-4520; (B) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 212DR. (Q) B & B; (BB) 309DR; (DD & EE) 307; (GG) Oakes CX1608.
1919-1920 (F)—(A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-473; (J & K) 456-453; (N) 307; (O) 205; (P) 212DR; (Q) T19; (BB) 307DR; (DD & EE) 306; (GG) Oakes CX-1608.
1919-1920 (E)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-L-563; (D, G & H) 780-772; (E) 6552-6551; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) B & B D-41; (BB) 310DR; (DD & EE) 308; (GG) Oakes c-2802.
1920 (B)—(A) 4364-4320; (B) 3161-3120; (D & E) 539TD-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (O) 205; (P) 212DR; (Q) T19; (BB) 307DR; (DD & EE) 306; (GG) Oakes CX-1608.

ADVANCE-RUMELY—1920 (A 1½ Ton)—(A) Tim, 3762-3720; (B) 3360-3320.

AHRENS-FOX & CONTINENTAL—1915 (Spec.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6556-6321; (E) 5355-5320; (G & H) 3955-3920; (J) 3459-3420; (K) 559-552.
1917 (K & MK)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E-G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 539-532; (DD & EE) 415-412. (J) (C)

1917 (L)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 5553-5520; (J & K) 539-532; (AA) 456-4520; (BB) 5552-5520; (DD & EE) 3554-3520.
1919-1920 (KMN)—(A) Tim, 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5550-5520; (E) 5354-5320.
1920 (L-P)—(A) Tim, 555D-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

AIR-O-FLEX—1919 (183-2 Ton)—(G) Hy, 26084; (H) Hy, 26085.

ALCO (Pass.)—1910 (12-40, 9-60)—(A) 310; (B) 406; (D) 312; (E) 212; (G & H) 312; (J) 411; (K) 406; (AA) 211; (BB) 409; (DD) 308; (EE) 310.
1912 (9-16)—(A) 308; (B) 306; (D) 312; (E) 210; (G & H) 310; (K) 311; (AA) 210; (BB) 307; (DD & EE) 307.

ALCO (Truck)—1909-10-11 (3 Ton), 1912-13 (1 & 2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 5550-5520; (E) 5351-5320.

1919-1920 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5551-5520.
1912-13 (4 & 5 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6351-6321.

1913 (6½ Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5551-5520; (D) 6550-6521; (E) 6352-6321.

All American—1919-1920 (A)—(A) Tim, 3357-3320; (B) 2382-2320; (D) 420-413; (E) 319-313; (G) 276-2720; (J) 275-2720; (K) 335-3320; Center Prop. Shaft Brg. 207DR; (O) 205DR; (P) 208 DR; (Q) Spec.; (AA) 208DR; (BB) 305DR.

1919-1920 (B-1)—(A) Tim, 3357-3320; (B) 2382-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412; Center Prop. Shaft Brg. 207; (O) 205DR; (P) 308; (Q) Spec.; (AA) 308; (BB) 308; (DD) 305; (EE) 306.

1919-1920 (C-1½)—(A) Tim, 435T-4320; (B) 3196-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412; Center Prop. Shaft Brg. 207; (O) 205DR; (P) 308; (Q) Spec.; (AA) 308; (BB) 308; (DD) 305; (EE) 306.

ALLEN—1915 (37) & 1916 (32)—(F) 309; (G & H) 209; (K) 307; (O) 205; (AA) 20; (BB) 207.
1916-17 (Classic)—(F) Bower, 309ADT; (G & H) Bower, 209AL; (J) Bower, 253T; (K) Bower, 307A.

1917 (37)—(F) 310; (G & H) 0210; (J) 307; (K) 407.
1917 (G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 207.

1917 (32)—(F) 309; (G & H) 209; (K) 307; (AA) 208; (BB) 207.
1916-17-18 (Model 41)—(A) Bower, 307AL; (B) Bower, 305AL; (D & E) 309; (G & H) 209; (J) 207; (K) 307; (O) 205; (AA) 208; (BB) 207; (DD & EE) 304.

1919 (41)—(DD & EE) Hy, 16957.

1919-20-21 (43)—(A) Bk, 317-31; (B) Bk, 235-23; (G & H) 355-35; (J) 257-25; (K) Bk, 334-33; (Clutch) B & B; (S) 208; (CC & DD) Hy, 16957.

ALLISON—1920 (603)—(A) Tim, 317-312; (B) 2687-2620; (C & D) 415T-412A; (E & G) 359S-3520; (H) 2785-2720; (J) 3381-3320.

ALTER—1915—(F) Hy, 16018 or 16225; (G & H) Hy, 26062 or 26063; (O) 205; (AA) 208; (BB) 307.

1916-17—(F) Hy, 16225 or 16018; (G & H) Hy, 26063; (J) 0306; (K) 307; (O) 205; (AA) 208; (BB) 307.

1918 (All Models)—(F) Hy, 16018; (G & H) 26063.

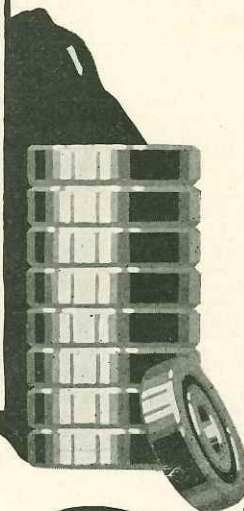
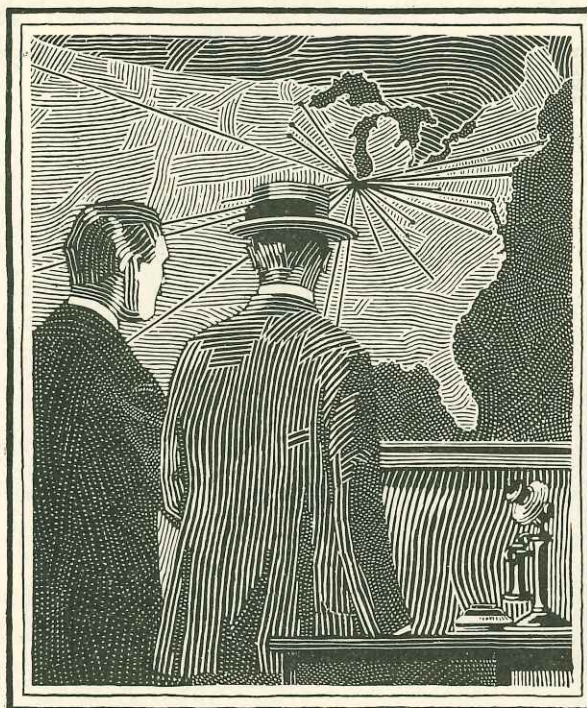
AMERICAN—1920-21 (A)—(A) Bk, 310; (B) Bk, 308; (D, G & H) 5213; (J) 309; (K) 5409; (O) 205; (P) 208; (AA) 307; (BB) 308; (CC) 304; (DD & EE) 306.

1920-21 (B)—(A) Tim, 419-412; (B) 3191-3120; (D) Br, 309; (E) Br, 306; (G, H & J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920-21 (B-1)—(A) Tim, 3720-3762; (B) 3320-3360; (D) 311; (G & H) 213; (J) 407; (K) 5407; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

AMERICAN & BRITISH—1920—(A) 407; (B) 305; (D) 309; (E) 209; (G & H) 309; (I) Spec.; (J) Hy, 84070; (K) 306; (O) 305; (Q) Spec.; (T) 206DR; (U) 207; (V) 210; (AA) 308; (BB) 307; (CC) 305; (DD & EE) 307; (GG) 202; (KK & LL) Spec.

AMERICAN LA FRANCE—1914 (Spec.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320 (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.



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AHLBERG BEARING COMPANY

321 EAST TWENTY NINTH STREET, CHICAGO ILLINOIS

AMERICAN LA FRANCE—Continued

1910-14-15-16 (10-11-12-14)—Tim. Brgs.; (A) 539-532; (B) 415-413; (D) 539-532; (E) 415-413.
 1911-12 (10)—Tim. Brgs.; (A) 5355-5320; (B) 415-413; (D) 5355-5320; (E) 415-413.
 1910 (Special)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.
 1917 (15 & 19)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 5755-5720.
 1917 (31)—Tim. Brgs.; (A) 6552-6521; (B) 5355-5320; (C) 5354-5320.
 1917-18 (75-10-12-14-20-34-35-40-41)—Same as 1910 Model 10-11-12-14.
 1920 (2-C)—(D) Tim, 6356-6321; (E) 5355-5320.
 1920 (10-12-45)—(A) Tim, 539-532; (B) 415-413; (D) 539-532; (E) 415-413.
 1920 (19)—(A) Tim, 5550-5520; (B) 5351-5320; (D) 6356-6321; (E) 5355-5320; (Sprocket Shaft) 5755-5720.

AMERICAN MOTORS—1917 (Model A)—(F) Hy, 16779; (G & H) Hy, 26056; (J) 0307;

(K) 0407; (Q) 205; (AA) 209; (BB) 307.
 1918-19—(F) Hy, 16779; (G & H) Hy, 26056.
 1919—(A) Br. 308AXL; (B) Br. 305AXL; (F) Hy, 16779; (G & H) Hy, 26056; (I) Salis, 6177; (J) 407; (K) 307DR; (O) 205; (Q & R) B & B; (AA) 210; (BB) 307; (EE) 305; (FF) 306; (KK & LL) Spec.
 1920—(B)—(A) Br. 336TXL; (B) Br. 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) Hy, 57883; (K) 307DR; (O) 210; (Q & R) B & B; (KK & LL) Spec.
 1920-21—(C-6)—(A) Tim, 336-3320; (B) 236-2320; (F) 310 DR; (G & H) Tim, 366-363; (J) Hy, 57883; (K) 307DR.
 ANDERSON—1914-15 (Mod. 47-48-49-50-51-52-53-54)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) 209; (J) 307; (M) 307; (U) S.K.F. 709U.
 1916-17—(G & H) 213; (J) 307; (K) 309.
 1917-18 (6-40)—(A) Bower, 307N; (B) Bower, 305A; (D & E) Bower, 209AL & (G) Bower, 209A.
 1913 (1 Ton Tr.)—(A) Tim, 419-412; (B) 3150-3120; (D) Tim, 4554-4520; (E) Tim, 3159-3120.
 1919—(20)—(A) Bk, 337-33; (B) Bk, 235-23; (F) Hy, 16692; (G & H) Hy, 26486; (J) Bk, 317-31; (K) Bk, 333; (Q) B & B-D-41; (Retract Col.) B & B-D-39; (S) 205; (AA) 209; (BB) 307; (KK) 220.
 1920-21—(30, 40)—A-B. 336TXL; (B) 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR (K) Hy, 27883; (Q) (B & B) D-41 (Retract. Col.) B & B-D-39; (S) 205; (AA) 209; (BB) 307; (G & H) Oakes-C-1161; (KK & LL) Gemner 4797.

ANDERSON ELECTRIC—1916 (All Mod.)—(A) Tim, 342-3320; (B) Tim, 235-2320;

(D & E) Tim, 366-363; (G & H) 213; (J) 307; (K) 309.
 1917 (Mod. 62-63-64-65-66A)—(A) Tim, 342-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) 213; (J) 307; (K) 309.
 1917 (Mod. 68-69B)—Tim. Brgs.; (A) 342-3320; (B) 235-2320; (D) 435T-4320.
 1913 (Mod. 38)—(A) Tim, 336-3320; (B) Tim, 235-2320.
 1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G) 375-3720; (H) 256-2520; (J) 415-412; (K) 435-4320.
 1917 (3 & 4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
 1918—(F) Hy, 16692; (G & H) 26486.
 ANGER—1915-16-17 (6-60)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

APEX—1919-20-21—(C)—(A) Tim, 3320-3357; (B) 2320-2382T; (D) Tim, 420-413; (E)

319-313; (G) 276-2720; (H) Wright 338; (J) 275-2720; (K) 335-3320; (N) SKF 307; (O) 205; (P, S & BB) 307; (Q) 212; (AA) 304; (DD) 305; (EE) 306; (FF) Spec.; (GG) Hy, C-600.
 1919-20-21—(D, E)—(N) SKF, 307; (O) 205; (P, S & BB) 307; (Q) 212; (AA) 304; (DD) 305; (EE) 306; (FF) Spec.; (GG) Hy, C-600.
 APEX MOTOR—1920—(A-L)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.
 APPERSON—1913-14 (4-45) (455)—(A) 0309; (D) 0307; (D & E) Tim, 435-4320; (F) 408; (G & H) Tim, 385-383; Ann, 211; (J) Tim, 357-353; Ann, 307; (K) Tim, 357-353; Ann, 407; (AA) Tim, 365-363; Ann, 210; (BB) Tim, 417-412; Ann, 307; (DD & EE) Tim, 319-313; Ann, 306.
 1915—(G & H) Hy, 26056; (Q) 1210; (AA) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy, 16506.
 1917 (All Models)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) Tim, 415T-412; (G & H) Hy, 26470; (J) Tim, 256-2530; (K) Tim, 417-412; (O) 205.
 1915-16 (4-40 & 6-8)—Tim. Brgs.; (D) 415T-412; (G & H) Hy, 26056; (J) 256-2530; (K) 417-412; (AA) Hy, 17074; (BB) Hy, 16562; (DD & EE) Hy, 16506.
 1918-19 (Mod. 8-19A)—(A) Tim, 343-3320; (B) Tim, 235-233; (F) 415T-412; (G & H) Hy, 26056; (J) Tim, 256-2530; (K) 441-4320; (P) 205; (AA) Hy, 17047; (BB) Hy, 16562; (DD & EE) Hy, 16056; (GG) ND, 05.
 1919—(8-20S, A)—(G & H) Hy, 26470; (J) Tim, 417-412; (K) Tim, 441-4320.
 1921—(8-21S, A)—(A) Tim, 342-4320; (AA) 26487; (GG) 303.

ARMLEDER—1917-18 (2 & 3½ Ton)—(O) 205; (AA) 308; Hy, 17026; (DD & EE) Hy, 16506;

(FF) Hy, 16820.
 1919-20-21—(HW) Tim. Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205DR.
 1919-20-21—(KW)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375-6323; (O) 205DR.
 1920-21—(20)—(A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 447-473; (J) 456-453; (K) 539E-532; (O) 205DR.

ARGONNE—1920—(GG) Hy, 29095.

ATLANTIC—1916 (Mod. G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559E-552.
 1916 (Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520; (E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532.
 1917-18 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 4558-4520; (E) 3360-3320.
 1917-18 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.
 1917-18 (Mod. 3C & 3½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.
 1917-18 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

ATLAS—See Martin Atlas.

ATTERBURY TRUCK—1914-15 (2 Ton)—Tim. Brgs.; (D) 4350-4520; (E) 4361-4320.
 (Mod. E, 3 Ton)—Tim. Brgs.; (A & D) 6550-5520; (B & E) 5351-5320.
 (Mod. E, 5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321.
 1915 (Mod. D-W)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559E-552; (AA & BB) 440-4320; (DD & EE) 415-512.
 1915 (Mod. B-W)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559E-552; (H) 456E-454; (J & K) 539E-532; (AA & BB) 440-4320; (DD & EE) 316-312.
 1915 (Mod. A-W)—Tim. Brgs.; (D & E) 375-3720; (G & H) 559E-552; (J & K) 539E-532; (AA) 277-274; (BB) 339-333.
 1915 (Mod. C-W)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (H & G) 559E-552; (J & K) 539E-532; (AA, BB, DD & EE) 335-3320.
 1916 (Mod. 6-B)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559E-552; (H) 456E-454; (J & K) 539E-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
 1916 (Mod. 6-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532; (AA) 440-4320; (BB) 435-4320; (DD & EE) 415-412.
 1916 (Mod. 6-D)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559E-552; (AA) 440-4320; (BB) 435-4320; (DD & EE) 415-412.
 1917 (Mod. 6-R-10, 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1917 (Mod. 7-C-11, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.
 1917 (Mod. 7-D-12, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559E-552; (AA & BB) 357-853; (DD & EE) 339-333.

1917 (Mod. 6-B-9)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559E-552; (H) 456E-454; (J & K) 539E-532; (AA & BB) 344-333; (DD & EE) 319-313.

1919-7R, C)—Tim. Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532; (O) 205DR; (AA) 344-333; (BB) 339-333; (CC) 306; (DD & EE) 319-313; (GG, HH, KK & LL) Spec.

1919—(7D)—(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559E-552; (K) 6359-6320; (O) 205DR; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG, HH, KK & LL) Spec.

1919—(8E)—(A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6359-6320; (O) 205DR; (AA) 439T-432; (BB) 435-4320; (CC) 355; (DD & EE) 415-412; (GG, HH, KK & LL) Spec.

1920—(20R)—(A) 4364-4320; (B) 3161-3120; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) SKF, 407; (O) 205DR; (P) 208; (T, U, V, W, X & Y) Spec.; (BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG, HH, KK & LL) Spec.

1920—(7CX)—(A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205DR; (AA) 344-333; (BB) 339-333; (CC) 306; (DD & EE) 319-313; (GG, HH, KK & LL) Spec.

1920—(7D)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375-6323; (O) 205DR; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG, HH, KK & LL) Spec.

1920—(8E)—(A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455-6422; (O) 205DR; (AA) 439T-432; (BB) 435-4320; (CC) 355; (DD & EE) 415-412; (GG, HH, KK & LL) Spec.

AUBURN—1915 (Mod. 1-36)—(F) Hy, 16691; (G & H) Hy, 26486; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.
 1915 (Mod. 6-40)—(F) 310; Hy, 16675; (G & H) 212; (G) Hy, 26059; (H) Hy, 26232; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1916 (Mod. 6-40)—(J) 308; (K) 405; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.
 1916-17 (Mod. 6-38)—(F) Hy, 16675-16691; (G) Hy, 26056-26486; (H) 26486; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 206.

1917 (Mod. 4-40)—(F) 310; (G & H) 212; (J) 0309; (K) 407; (Q) 209; (AA) 209; (BB) 307; (DD & EE) 306.
 1917 (Mod. 6-39)—(F) Hy, 16692; (G & H) Hy, 26486; (J) 307; (O) 205; (Q) 205; (AA) 309; (BB) 307; (CC) 210; (D) 305; (EE) 306.

1917 (Mod. 6-44)—(O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.
 1918 (Mod. 6-40)—(F) 310; (G & H) 212; (J) 0309; (K) 307; (Q) 205; (AA) 210; (BB) 307; (DD & EE) 305.

1919 (Mod. 6-39H)—(F) Hy, 16692; (G & H) Hy, 26486.
 1919—(A) Bk, 337-33; (B) 235-23; (F) 310DR; (G & H) 355-35; (J) Bk, 317-31; (K) Bk, 344-33; (O) 205; (AA) Hy, 16950; (BB) 307; (DD) 305; (EE) 306.

1920-21 (6-39)—(A) Bk, 337-33; (B) Bk, 235-23; (F) 310DR; (G & H) Tim, 366-363; (J) Hy, 57883; (K) 307DR; (O) 205; (AA) Hy, 16950; (BB) 307; (DD) 305; (EE) 306.

AUSTIN—1916-17 (Mod. 12)—(F) 213.

1917 (Mod. 77)—(F) 313; (G & H) 312; (K) 307.
 1917—(F) 312; (O) 205; (AA & BB) 208; (DD) 306; (EE) 305.

AUTOCAR—1914-15-16-17-18—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (W) Ann, 410; (Y) Ann, 410; (AA) 3366-3320; (BB, DD & EE) 3160-3120.
 1919 (Mod. XXI-F)—Tim. Brgs.; (A) 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) 395-3920; (J) 335-3320; (K) 439-4320; (Jackshaft Right & Left) 455-4520; (P) (2) 3366-3320; (W) Ann, 410; (Y) Ann, 410; (AA) 1985; (BB, DD & EE) 3100-3120.

1919-20-21 (XXI-F, G)—(A) Tim, 3750-3720; (B) 337-3320; (D & E) 477-473; (G & H) Tim, 395-3920; (J) Tim, 335-3320; (K) 439-4320; (Jackshaft) Tim, 455-4520; (P) Tim, 3366-3320; (Q) Spec.; (W & Y) 410; (BB, DD & EE) Tim, 3160-3120; (CC) Tim, 1985; Cone (GG & HH) 206.

1920-21 (XXVI-B, Y)—(A) Tim, 560-552; (B) Tim, 3381-3320; (D & E) Tim, 749-742; (G & H) Tim, 560-552; (J) Tim, 419-414; (K) Tim, 537-532; (Jackshaft) Tim, 537-532; (P) 307; (Q) 212; (W) 413; (Y) 414; (Drive Shaft-Front) 307DR; (BB & EE) 308DR; (CC) 304DR; (DD) 307; (Drive Shaft-Rear) 213; (GG) 304; (Fan Drive Shaft) SKF, 305.

AUTOHORSE—1919—(10-5 Ton)—(GG) Hy, 29097.

AVAILABLE—1915 (¾ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559E-552; (H) 456E-454; (J & K) 539E-532; (AA) 339-333; (BB) 277-274.
 1915 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532; (AA & BB) 357-353; (DD & EE) 339-333.
 1915 (1½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
 1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559E-552; (H) 456E-454; (J & K) 539E-532; (AA) 277-274; (BB) 339-333; (H) 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532; (AA, BB, DD & EE) 335-3320.
 1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559E-552; (AA, BB, DD & EE) 335-3320.

1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559E-552; (H) 456E-454; (J & K) 539E-532; (AA) 277-274; (BB) 339-333.
 1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559E-552; (J & K) 539E-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-452

Avery—Continued

1920-21 (1 Ton)—(A) Gilliam-335-3320; (B) Gilliam 235-2320; (C) C9; (D) Tim, 420-413; (E) Tim, 319-313; (Int. Gear Pinion) Br, 306; (G) Wright 276; (H) Tim, 336-3320; (J) 275-2720; (K) Tim, 335-3320; (O) 205; (Q) C25; (AA) Gur. 208; (BB) Gur. 306.

BAILEY—1923 (4-75)—(A) Bk, N308; (B) Bk, 316, (F) Bk, N209; (G & H) Bk, B210; (J) Bk, N307; (K) Bk, 537; (O) 205; (AA) 337; (BB) 335; (DD & EE) 316.

1920 (6-54E)—(A) Bk, N308; (B) Bk, 316; (F) Bk, N209; (G & H) Bk, B210; (J) Bk, N307; (K) Bk, 537; (AA) 308; (BB) 307; (DD) 305; (EE) 306.

BAKER ELECTRIC—1915 (Mod. E-A)—Tim. Brs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1915 (Mod. O-E)—Tim. Brs.; (A) D & B 3750-3720; (B & E) 335-3320; (C) 341-3320.

1914-15-16-17-18 (Baker R. & L., Mod. J, B & C)—Tim. Brs.; (A) 3358-3320; (B) 3154-3; 3154-3120; (D & E) 365-363.

(Mod. V & W)—(A) 306; (B) 304; (D & E) 309.

(Mod. Z) (ZFZ)—(A) 8308; (B) 8306; (D) 309; (E) 209.

1919-20 (C-45, B-36)—(A) Tim, 3358-3320; (B) Tim, 3154-3120; (D & E) Tim, 365-363.

BECK-HAWKEYE—1919—(D & E) Hy, 16670; (G & H) Hy, 26069; (J & K) Hy, 26668; (GG) Hy, 29097.

1919 (C & D)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26388; (J & K) Hy, 26777; (GG) Hy, 29097.

1919 (A & B)—(A) Tim, 3362-3320; (B) Tim, 2382-2320; (D & E) Hy, 16670; (G & H) Hy, 26069; (J & K) Hy, 26668; (GG) Hy, 29097.

1920 (A & B)—(A) Tim, 3362-3320; (B) Tim, 2382-2320; (D & E) Hy, 46670; (G & H) Hy, 26069; (J & K) Hy, 26668; (GG) Hy, 29095.

1920 (C & D)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26388; (J & K) Hy, 26777; (GG) Hy, 29095.

1920 (D-3 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26669; (GG) Hy, 29095.

BECK—1916 (1 Ton)—(E) Bower, 307NDT.

1917-18 (1½ Ton)—(E) Bower, 308NDT; (D) Hy, 16670; (G & H) Hy, 26069.

1917-18 (2 Ton)—(E) Bower, 410NDT; (D) Hy, 26662; (G & H) Hy, 26356.

BEECH CREEK—1916-17 (4-Wheel Drive)—Tim. Brs.; (A-B-D-E-G & H) 477-473; (C) 3157-3120; (J) 395-3920; (K) 459-453; (AA) 344-3320; (BB, DD & EE) 417-412.

1917 (3 Ton)—(D) Bower 311N; (E) Bower 311N.

1918 (4-WD)—Tim. Brs.; (A, B, D, E, G & H) 477-473; (C) 3157-3120; (J) 395-3920; (K) 459-453; (AA) 344-3320; (BB) 447-4320; (DD & EE) 415-412.

BEGGS—1918-19 (V-2)—(A) Tim, 257-2520; (B) Tim, 235-2320; (E) 415T-412A; (G & H) 359T-3520; (J) 257-2520; (K) 3381-3320.

1918 (18)—(A) Tim, 316-312; (B) Tim, 235-2320; (E) 415T-412A; (G & H) 359T-3520; (J) 257-2520; (K) 3381-3320.

1920—(2550F,R)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210; (J) Bk, N308; (K) Bk, 3191-311D.

1920 (19)—(A) Tim, 317-312; (B) Tim, 2687-2620; (E) 415T-412A; (G & H) Tim, 359S-3520; (J) 2785-2720; (K) 3381-3320.

BELL—1916-17-18—(AA) Hy, 27797; (BB) Hy, 27899; (FF) Hy, 26956.

1919—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX; (G & H) Hy, 26216; (AA) Hy, 27797; (BB) Hy, 27899.

1919 (1½)—(C) Hy, 26084; (H) Hy, 26085.

1919 (2½)—(G & H) Hy, 26084.

1920 (1½ Ton)—(G & H) Hy, 26084; (GG) Hy, 29097.

BENHAM—1915 (Pleas.)—Tim. Brs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-532; (K) 439-4320.

BEN HUR—1917 (17)—(A) 415-412A; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

1918 (17)—(A) Tim, 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

BESSEMER—1915 (Mod. D)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5596-552; (J & K) 5396-532; (AA, BB, DD & EE) 335-3320.

1916 (Mod. E)—Tim. Brs.; (A) 4550-4520; (B) 5361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 5596-552; (AA) 440-4320; (BB) 435-4320; (DD & EE) 415-412.

1916 (Mod. G, 1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; Jackshaft, Bower, 306N.

1917-18 (Mod. J, 2 Ton)—(A) Bower, 310N; (B) Bower, 308N; (D & E) Bower, 311N.

1917 (D 2-Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 5596-552; (J & K) 5396-532; (AA) 415-412; Hy, 27794; (BB, DD & EE) 335-3320; (BB) Hy, 30733; (DD & EE) Hy, 16516.

1917 (E 3-Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 5596-552; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412.

1917 (H-5)—Tim. Brs.; (AA) 439-4320; (DD & EE) 415-412.

1919-20-21 (K2)—(Tim. Brs. from A, B, G & K & AA-EE on all models)—(A) 4553-4520; (B) 4365-4320; (D) Br, 316-11; (E) Br, 315AL; (G & H) 456-452; (J) 3554-3520; (K) 400-452; (O) 328; (P) 205; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415.

1919-20-21 (J2)—(A) 3762-3720; (B) 3360-3320; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4365-4320; (O) 208; (P) 205; (AA) 357; (BB) 336-419; (CC) 306; (DD & EE) 339.

1919-20-21 (H2)—(A) 4320-435; (B) 3121-3191; (D & E) Br, 311N; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4365-4320; (O) 208; (P) 205; (AA) 337; (BB) 335; (DD & EE) 316.

1919-20-21 (G)—(A) 4320-435; (B) 3120-3191; (D) Br, 309NX; (E) 306NX; (G & H) Br, 306NX; (J) 335-3320; (K) 417-412; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

BEST TRACT—1919 (A-60)—(D) Tim, 6553-6520; (E) 6554-6520; (Bevel Gear Sleeve R. and L. Hand) 936-932; (AA & BB) 5551-5520; (DD) 5564-5520; (EE) 6554-6520.

BETHLEHEM—1916 (A-1-1½ Ton)—(D) Bower, 3762T; (E) Bower, 3362T.

1917-18 (Mod. A-D)—(A) Bock, 308; (B) Bock, 307; (D) Bower, 309N; (E) Bower, 307N; (G) Hy, 26219; (H) 208; (J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.

1917-18 (Mod. B)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1918 (Mod. E)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 4553T; (E) Bower, 3550T; (G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1918 (Mod. F)—(A) Bock, 310; (B) Bock, 308; (D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085; (J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1919 (E-2½ Ton; F-3½ Ton)—(G) Hy, 26084; (H) Hy, 26085.

1919 (E 2½-Ton)—(A) 308DR; (B) 307DR; (J) 307DR; (K) 407; (O) 205; (Prop. Shaft Br.) 309; (AA) 308; (BB) 307; (Internal Pinion Br.) 407.

1919 (F 3½)—(A) 306DR; (B, J & BB) 307DR; (G) Hy, 26084; (H) Hy, 26085; (K) 407; (O) 205; (AA) 208DR; (Internal Pinion Br.) 407; (GG) Hy, 29097.

1919 (D 1½-Ton)—(A) 310DR; (B) 308DR; (H) 208DR; (J) 306DR; (K) 406; (O) 205; (Prop. Shaft Br.) 309; (AA) 308; (BB) 307; (DD & EE) 305; (Internal Pinion Br.) 406.

1920 (½-Ton)—(GC) Hy, 29095.

1920 (¾-Ton)—(A) Bower, N308-108; (B) Bower, N307-107; (G) Hy, 26219; (GG) Hy, 29095.

1920 (2½-Ton)—(A) Bower, N310-110; (B) Bower, N308-108; (G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29095.

1920 (3½-Ton)—(A) Bower, N310-110; (B) Bower, N308-108; (G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29097.

BETZ—1920 (D-2)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 344-3320; (BB) 339-333; (DD & EE) 319-313.

1920 (D-3)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 344-3320; (BB) 339-333; (DD & EE) 319-313.

BIDDLE—1916-17 (F) Hy, 6681; (G & H) Hy, 26252.

1916-17 (D)—(D) Hy, 16681; (E) Hy, 26252; (G & H) Hy, 26056; (J) 307RT; (K) 407RT; (AA) 211; (BB) 307; (DD & EE) 306.

1916-17 (H)—(A) 339-3320 Tim.; (B) Tim, 237-2330.

1918 (H)—(D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

BIMEL—1916 (Mod. B & C)—(F, G, & H) 208; (J) 306; (AA) 207; (BB) 305.

1917 (Mod. D)—(F, G & H) 209; (J) 307; (Q) 205; (AA) 207; (BB) 305.

BIRCH—1918 (Super "4")—(G & H) Hy, 26216; (AA) Hy, 27797; (BB) Hy, 27889.

1920 (39)—(D) 306DR; (H) 306DR; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (40)—(J) 306; (O) 205; (AA) 208; (BB) 305.

BLAIR—1916-17 (Mod. C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320.

1916-17 (Mod. D)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320.

1916-17 (Mod. E)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354B-5320.

BOLLSTROM—1920 (A-20)—(A) Hy, 26662; (B) 308DR; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (I) 709; (J) 307DR; (K) Hy, 26777; (O) 305; (Q) 210DR; (AA) 1209-1309; (BB) 1309; (CC & FF) Hy, 18145; (DD) 1306; (EE) 1307.

1921 (B-21)—(A & D) Hy, 26662; (B) 308DR; (E) 308DR; (G & H) Hy, 26057; (I) 709; (J) 307DR; (K) Hy, 26777; (O) 205; (P) 308; (Q) 910; (AA) 1209-1309; (BB) 1309; (CC & FF) Hy, 18145; (DD) 1306; (EE) 1307.

BOUR-DAVIS—1916-17-18—(F) Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0408 (Q) 205; (AA) 208; (BB) 307.

1919 (18B)—(D) Hy, 16779; (E) Hy, 26056.

1920 (20-21)—(A) Br, 336TXL; (B) Br, 236TXL; (D) Hy, 16679; (E) Hy, 26056; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (GG) Hy, 29097.

1920-21 (21-S)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR; (K) Hy, 56654.

BOURNE MAGNETIC—1918 (VM)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) 341B-3320; (D & E) Tim, 5553-5520; (G & H) 5596-552; (J & K) 5396-532.

1918 (XM)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) 443B-4320; (D) Tim, 6552-6521; (E) 5755-5720; (G & H) Tim, 5756-5720; (J) 5596-552; (K) 6359-6320.

BOWLING GREEN—1918 (V)—(A) Tim, 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) Tim, 3762-3720; (G) 5596-552; (H) 4566-454; (J & K) 5396-532.

BREWSTER—1916-17 (Brewster-Knight)—(A) Tim, 415-412; (B) Tim, 316-312; (D) Tim, 395-3920; (E) Tim, 397-394; (AA) 211R. T. Gurney; (BB) 209R. Gurney.

1918-20 (Knight)—(A) 415-412; (B) 316-312; (D) 395-3920; (E) 397-394.

BRIDGEPORT—1920 (1½-Ton)—(CC & FF) Hy, 26839; (GG) Hy, 29097.

BRIGGS-DETROITER—1915 (Mod. C)—(F) 310; (G & H) 209; (J) 306; (K) 407; (Q) 304; (W & X) 311; (AA) 308; (BB) 306; (DD & EE) 305.

1915 (Mod. 8-D)—(F) 310; (G & H) 209; (J) 306; (K) 407; (O) 304; (Q) 304; (AA) 208; (BB) 306; (DD & EE) 305.

BRISCOE—1915 (Mod. 5-5)—(F) Hy, 16712; (G & H) Hy, 16711; (I) 2½ O. D. x 1½ I. D. x ½ ball brg.; (J) 2½ O. D. x 1½ I. D. x ½ ball brg.; (K) Hy, 16494; (O) Bantam Special; (Q) 2½ O. D. x 1½ I. D. x ½; (AA) 208; (BB) 308; (LL) ½ Steel Ball.

1916 (Mod. 4-38)—(D & E) 0208; (G & H) Hy, 26233; (I) 0208; (K) 0308; (Q) Pr. St. Mfg. Co. No. 502½; (LL) ½ Steel Ball.

1916 (Mod. 8-38)—(G & H) Hy, 26233; (O) Bantam "Marco"; (Q) Pr. St. Mfg. Co. No. 520½; (LL) ½ Steel Ball.

1916-17-18-19 (Mod. 4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (O) Bantam "Special;" (Q) 1224A; (AA) 208; (BB) 206; (LL) ½ Steel Ball.

1919 (4-24)—(F) Hy, 16218; (G & H) Hy, 26231; (J) 342-3320; (K) 338-3320; (Q) A1224; (AA) 208.

1920-21 (4-34)—(F) Hy, 16218; (G & H) Hy, 26401; (J) 305DR; (K) 405; (AA) 208.

1920 (T-34)—(A) Tim, 435-4320; (B) Tim, 3191-3120.

BRISCOE & STAHL—1920—(A & B) Br, 317TX; (D & E) Br, 208AX.

BROCKWAY—1916 (Mod. K)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 5596-552; (J & K) 5396-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (J-3-1½ Ton)—(A) Bower, 308N; (B) Bower, 307N.

1918 (K-3-2 Ton)—(A) Bower, 310N; (B) Bower, 309N; (D) 314NDT.

1918 (R-3½ Ton)—(A) Bower, 313N; (B) Bower, 312N; (D) Bower, 317NDT.

1919-20-21 (S2, S3, 1½ Ton)—(A) Bk, N308-108; (B) Bk, N307-107; (F) 311DR; (G & H) 215DR; (J) 407; (K) 408DR; (N) SKF407; (O) 205; (P) Tim, 277-274; (Q) 209; (BB) Tim, 339-333; (CC) Tim, 235; (DD & EE) 306; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner, 11127.

1919 (K-3)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) 5553-5520; (G & H) Tim, 5596-552; (J & K) Tim, 5396-552; (O) 205; (P) 208; (Q) 209; (AA) Tim, 415-412; (BB, DD & EE) Tim, 335-3320; (CC) Tim, 257; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner, 11127.

1919 (R)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 6552-6521; (E) Tim, 5755-5720; (G & H) 5756-5720; (J) Tim, 5596-552; (K) 6375E-6320; (O) 205; (P) 208; (Q) 209; (AA) Tim, 415-412; (BB, DD & EE) 335-3320; (CC) 257; (GG) C-600; (KK) Gemner, 7194; (LL) Gemner, 7192.

1919-20 (T)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6552-6521; (E) Tim, 5755-5720; (G & H) 780-772; (J & K) Tim, 6375E-6320; (O) 205; (P) 208; (Q) 209; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (CC) 335; (DD & EE) 415-412; (GG) C-879; (KK) Gemner, 8145; (LL) Gemner, 8108.

1920 (K-4)—(A) Tim, 4558-4520; (BB) Tim, 3360-3320; (D & E) Tim, 5557-5520; (G & H) Tim, 559-552; (J) Tim, 5396-532; (K) Tim, 5578E-5521; (O) 205; (P) 208; (Q) 209; (AA) Tim, 337-3320; (BB) Tim, 339-333; (CC) Tim, 306; (DD & EE) Tim, 319-313; (GG) C-600; (KK) Gemner, 10115; (LL) Gemner, 11127.

1920 (R-2)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Tim, 6552-6521; (E) Tim, 5755-5720; (G & H) Tim, 5756-5720; (J) Tim, 5596-552; (K) Tim, 5578E-6320; (O) 205; (P) 208; (Q) 209; (AA) Tim, 336-3320; (BB) Tim, 357-353; (CC) Tim, 306; (DD & EE) Tim, 339-333; (GG) C-600; (KK) Gemner, 7194; (LL) Gemner, 7192.

BUFFALO—1915 (Mod. 36)—Tim. Brs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

BUICK—1915 (Mod. 24 & 25)—(F) Hy, 16691; (G) Hy, 26062; (AA) 208; (BB) 307.

1915 (6-C-55, 35 & 37)—(F) 312; Hy, 16692; (G & H) 211; Hy, 26059; (J) 307; (K) 407; (AA) 210; (BB) 307.

(Mod. E-37, 35 & E4)—(J) 306; (K) 307; (BB) 306.

1916 (Mod. 45)—(G & H) Tim. Brs., 366-363.

1916 (Mod. D-34, 35)—(J) D. R. 306; (K) 307.

1916 (F) 310; (G & H) 210; (J) 307; (K) 407; (BB) 307.

1916-17 (D44-45-47)—(D & E) D. R. 310; (G & H) D. R. 210; (J) 307; (K) 407; (O) 208.

1916 (D54-55)—(F) 312; (G & H) 211; (J) 308; (K) 408; (AA) 210; (BB) 307.

1916 (1,500-lb. Truck)—(J) 307; (K) 1407; (AA) 208; (BB) 307.

1917 (Mod. D-35)—(F) Hy, 26394; (G & H) Hy, 26223; (J) 306; (K) 307; (AA) Hy, 16479; (BB) 306.

1917 (Mod. E-49 & Large 6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 311; (G & H) Tim, 377-3720; (J) 307; (K) 407; (AA) 209; (BB) 307.

1917 (Mod. E-45 & Medium 6)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 310; (G & H) Tim, 366-363; (J) 307; (K) 407; (AA) 209; (BB) 307.

1918 (Mod. E-34-5)—(F) Hy, 26394; (G & H) Hy, 26223; (J) 306; (K) 307; (BB) 307; (AA) Hy, 16479.

1918 (Mod. E44-45)—(F) 310; (J) 307; (K) 407; (BB) 307.

1918 (Mod. E49-50)—(F) 311; (J) 307; (K) 407; (BB) 307.

1919 (H-44-45-46)—(F) 310DR; (J & BB) 307DR; (K) 407; (AA) 209DR.

1919 (H-47)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310DR; (G & H) Tim, 377-3720; (J & BB) 307DR; (K) 407; (AA) 209DR.

1919 (H-49)—(F) 311DR; (J & BB) 307DR; (K) 407; (AA) 209DR.

1919 (H-50)—(A) Tim, 275-2720; (B) Tim, 236-2330; (F) 311DR; (G & H) Tim, 366-

CADILLAC—(Cont.)

1912—(DD & EE) 306.
 1914 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-4520; (H) Tim, 559-552; (J) Tim, 445-4320; (K) Tim, 457-454; (N) Tim, 598-592; (O) 206; (BB) 406; (DD & EE) 306.
 1915 (Type 5 8-Cyl. Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307.
 1916 (Type 53 Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (D & E) Tim, 375-3720; (G) Tim, 462T-454; (H) Tim, 559T-552; (J) Tim, 415T-412A; (K) Tim, 461T-454; (O) 206; (BB) 407; (DD & EE) 307; (CG) 205.
 1917 (Type 55 Pleas.)—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-412; (K) 462T-454.
 1918 (57)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) 462T-454; (H) 559T-552; (J) 415-414; (K) 456-454; (CC) Hy, 16942; (DD & EE) Hy, 17989.
 1919-20 (59)—Tim. Brgs. from A-K—(A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462T-454; (H) 559T-552; (J) 461T-454; (K) 415T-412A; (O) 206; (AA) 309; (BB) 407.
 1920 (57)—(CC) Hy, 16942; (DD & EE) Hy, 17989.

CAMPBELL—1918—(G & H) Hy, 26216.

CARNATION—1914—(F) Hy, 16042; (G & H) Hy, 26069.

CARROLL—1920—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) 366-363.
 1921—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR; (K) Hy, 56654.

CARTER CAR—1915 (Mod. 9C)—(F) 309.

CASE—1915 (Mod. R)—(A) Tim, 339-333; (B) Tim, 235-2330; (D & E) Hy; (G & H) Hy; (J) 308; (K) 405; (AA) Tim, 336-333; (BB) 346-333; (DD & EE) Tim, 237-233.
 1914 (Mod. S)—(F) 311; (G & H) Hy; (J) 307; (K) 407; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 257-2520.
 1915—(A) Tim, 339-333; (B) Tim, 235-2330; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
 1914-15 (Mod. O-40)—Tim. Brgs.: (A) 415-412; (B) 316-312; (D & E) Tim, 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 1205; (AA, BB, DD & EE) 335-3320.
 1915 (Mod. S-35)—Tim. Brgs. (G & H) Hy, 26056; (AA) 337-3320; (BB) 335-3320; (DD) 316-312.
 1915 (R-15 or 25-1916T)—(F) Hy, 16675; (G) Hy, 26056; (H) 26083.
 1915 (R-15 or 25)—(F) Hy, 16675; (G) Hy, 26059; (H) Hy, 16232.
 1916 (Mod. T)—(A) Tim, 339-333; (B) Tim, 235-2330; (D, E, G & H) Hy; (J) Bock, 418; (K) Bock, 315; (AA) Tim, 336-333; (BB) Tim, 346-333; (DD & EE) Tim, 237-233.
 1915-17 (25 H. P. 4-Cyl.)—Tim. Brgs.: (A) 339-333; (B) 235-330; (AA) 336-333; (BB) 346-333; (DD & EE) 237-233.
 1917 (Mod. T)—(A) Tim, 339-333; (B) Tim, 235-2330; (F) Hy, 16681; (G & H) Hy, 26056; (J) 208RT; (K) 407RT; (AA) Tim, 336-333; (BB) 346-333.
 1915 (Mod. 25), 1916 (Mod. T-17)—(O) 5305; (P) 5209.
 1918 (U 6-Cyl.)—(A) Bock, 418; (B) Bock, 258; (D, E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 418; (AA) 210; (BB) 307; (DD) 305; (EE) 306.

CASE—1920-21 (V)—(A) Bk, 418-41; (B) Bk, 257-25; (D, E, G & H) Bk, 375-37; (J) Bk, 335-33; (K) Bk, 449-43; (O) 205; (P) 308; (BB) 307; (DD) 305; (EE) 306.

CHALMERS—1915 (Mod. 29)—Tim. Brgs.: (A) 444-4320; (B) 316-312; (C) 3653B-3620; (D, E & G) 375-3720; (H) 455-453; (J) 337-3320; (K) 4367-4320; (AA) Hy, 16589; (BB) Hy, 16588; (DD & EE) Hy, 16555.
 1915 (Mod. 26-30, 6-48A-B-C)—Tim. Brgs.: (A) 418-412; (B) 316-312; (C) 3658B-3620; (D & E) 365-363; (G & H) 375-3720; (AA) Hy, 16498; (BB) Hy, 26601; (DD & EE) Hy, 16555.

1915 (Mod. 32A, 6-40)—(A) Tim, 278-2730; (B) Tim, 258-253; (D & E) Hy, 16676; (G & H) Tim, 385-383; (J) Hy, 16551; (AA) Hy, 26485; (BB) Hy, 26677.
 1916 (Mod. 32B, 6-40)—Tim. Brgs.: (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375-3720; (J) 255-2520; (K) 417-412; (AA) Hy, 26485; (BB) Hy, 26677.
 1916 (Mod. 5-15-35A, 6-30)—(A) Tim, 257-2520; (B) Tim, 235-2320; (D & E) Tim, 415T-412A; (G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim, 258-2520; (R) Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.
 1916 (Mod. 26)—(A) Tim, 418-412; (B) 315-312; (C) Tim, 3658B-3620; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (J) Hy, 16488; (AA) Hy, 16498; (BB) Hy, 26601; (DD & EE) Hy, 16555.

1916 (6-54 Master Six)—(AA) Hy, 16589; (BB) Hy, 16588; (DD & EE) Hy, 16555.
 1917 (Mod. 6-35)—Tim. Brgs.: (A) 257-2520; (B) 235-2320; (D) 415T-412A; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (Mod. 35C)—Tim. Brgs.: (A) 317-312; (B) 2382-2320; (D) 415T-412A; (G & H) 359-3520; (J) 257-2520; (K) 3381-3320.
 1917-18-19 (6-30 5 Pass.)—(A) Tim, 317-312; (B) Tim, 2382-2320; (D) Tim, 415T-412A; (G & H) Tim, 359-3520; (J) Tim, 57-2520; (K) Tim, 3381-3320; (AA) Hy, 16820; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1917 (Large 6, 35B, 7-22 & 30)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (P) Hy, 17024; (AA) Hy, 16820; (BB) Hy, 16481; (DD) 17799; (EE) Hy, 16506.

1917 (6-30 5 Pass.)—(A) Tim, 257-2520; (B) Tim, 235-2320; (G) Tim, 288-284; (H) Tim, 355-3520; (J) Tim, 334-3320; (K) Tim, 258-2520; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) Hy, 16506.

1918-19 (7 Pass.)—(A) Tim, 337-3320; (B) 2362-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2520; (K) Tim, 417-412; (AA) Hy, 17024; (BB) Hy, 16481; (DD) Hy, 17799; (EE) 16506.

1920 (35B)—Tim. Brgs. from A-K—(A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

1920 (35C)—Tim. Brgs. from A-K—(A) 317-312; (B) 2382-2320; (D) 415T-412A; (G & H) 369T-3520; (J) 257-2520; (K) 3381-3320.

1920—(A) Hy, 16658; (G) Hy, 26269; (AA) Hy, 16553; (GG) Hy, 26245.
 1920—(AA) Hy, 47024; (BB) Hy, 16481; (CC) Hy, 16820; (DD) Hy, 17799; (EE) 16506.

CHANDLER—1914 (Mod. 15B)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 307; (BB) 307; (CC) 304; (DD & EE) 306.

1915 (Mod. 16)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (F) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

1916 (Mod. 17)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306.

1917 (Mod. 18)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (Q) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE) 306.

1918 (Mod. 25)—(A) Tim, 337-3320; (B) Tim, 235-2320; (D & E) 310; (G & H) 210; (J) 207; (K) 407; (O) 205; (AA) 210; (BB) 307; (CC) Hy, 16820; (DD) 305; (EE) 306.

1919—Same as 1918, except Main Shaft Front uses 308 instead of 210.
 1919-20-21—(A) Bk, 337-33; (B) Bk, 235-23; (F) 310; (G & H) 210; (J) 207; (K) 407DR; (O) 205; (P) 308; (Q & R) B. & B.; (S) 307; (DD) 305; (EE) 306.

CHASE (Truck)—1915 (Mod. O)—(A) 310; (B) 309; (F) 317; (G & H) 219; (I) Rh. 311 OD or SKF 918; (J) 409; (K) 410; (M) Rh. 310DR; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) 305; (DD & EE) Tim, 339; (GG) ND03.

1915 (Mod. R)—(D) 310; (E) 309; (G & H) 216; (M) Rh. 310DR; (O) 205; (Q) 209; (AA) Tim, 337; (BB) Tim, 335; (DD & EE) Tim, 316; (GG) ND03.

1915 (Mod. T)—(D & E) 311; (G & H) 215; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (DD & EE) Rh. 306A.

1916-17-18 (A 1 Ton)—(A) Bower, 308N; (B) Bower, 307N.
 1916-17-18 (B 2 1/2 Ton)—(A) Bower, 312N; (B) Bower, 311N.
 1916-17-18 (X 3 Ton)—(A) Bower, 313; (B) Bower, 312N; (D & E) Bower, 317NDT.

CHEVROLET—1915 (Mods. H2, H2 1/2)—(F) Hy, 16018; (G & H) Hy, 26062; (J) 0306; (K) 307; (AA) SR1209; (BB) SR1307; (CC) 307.

1915 (Light Six)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

1915 (Mods. H2, H2 1/2)—(J) 0306; (K) 307; (AA) SR1209; (BB) 307; (CC) 307.

1916 (Little Six)—(J & K) Hy, 2,325" O. D. x 3".
 1917-18-19 (Mod. D)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (L) 308; (AA) 207; (BB) 209; (CC) 307.

1918-19-20 (Mod. T)—(A) Tim, 337-3320; (B) Tim, 236-2330; (F) 310; (G & H) ND. 0311; (J) 307; (L) 408; (N) 207; (BB) 307; (AA) 210.

1916 (Baby Grand Mod. H)—(F) Hy, 16018; (G & H) Hy, 26062; (J) ND. 0307; (K) ND. 0306; (AA) 207; (BB) 209; (CC) 307.

1917-18 (Baby Grand Mod. F, FA)—(F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 207; (CC) 307.

1916-17-18-19-20 (490)—(F) Hy, 16483; (G & H) Hy, 16221; (K) Hy, 26621; (O) Spec. 7 Balls 3/4"; (AA) 207; (BB) 306.

1919 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) Hy, 16217; (K) Hy, 26577; (AA) 210; (CC) 307.

1920 (Baby Grand Mod. FB)—(A) ND.-D 337; (B) ND.-D 336; (F) Hy, 16530; (G & H) 16217; (J) 406; (K) 306; (AA) 210; (CC) 307.

1919 (490)—(D & E) Hy, 16483; (G & H) Hy, 16221; (J) Hy, 26221; (AA) 207; (BB) 306.
 1920 (490)—(D & E) Hy, 16483; (G & H) Hy, 16221; (J) Hy, 26221; (AA) 207; (BB) 306.

1920 (3/4 Ton)—(A) 14120-14273; (B) 09075-6-09194.
 1920 (1 1/4 Ton)—(A) 337-3320; (B) 2382-2330.

1920 (1 Ton)—(A) Tim, 337-3320; (B) Tim, 236-2330; (D & E) Hy, 46530; (G & H) Hy, 16217.
 1921 (490)—(G & H) 209RT; (J) 305DR; (K) 307; (AA) 207; (BB) 306.

CHICAGO—1920 (C 1 1/2 Ton)—(O) 205; (DD & EE) 306.

CLASSIC—1917—(D & E) Bower, 208A.

CLEVELAND—1920 (40)—Tim. Brgs. from A-K—(A) 2786-2720; (B) 1751-1730; (D) 415-412; (G & H) 377-3720; (J) 257-2520; (K) 3191-3120; (Q) Spec.; (AA) 207; (BB) 306.

CLYDESDALE—1918—(A) Br, 308AXL; (B) Br, 305AXL.
 1920-21 (32X)—Bock Brgs. from A-K—(A) 435; (B) 316; (D & E) N211; (G & H) N212; (J & K) N309.

COLE—1914-15 (4 & 6 Cyl.)—(O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.
 1915 (4-40)—(A) Tim, 337-3320; (B) 236-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 0208; (AA) 212; (BB) 307; (DD & EE) 306.

1915 (6-5)—(O) 0305; (AA) 212; (BB) 307.
 1916 (6-66)—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (A) Ann, 212; (BB) Ann, 307.

1916 (8-850)—Tim. Brgs.: (A) 337-3320; (B) 236-2330; (D & E) 435-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412. On rear axle square type, use 416-412; and 258-2520 on pinion shaft front and rear.

(Mod. 860)—(A) Bock, 418; (B) Bock, 258; (D & E, G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417.
 (Mod. 870)—(A) Bock, 418; (B) Bock, 235; (D & E) Bock, 375; (J) Bock, 337; (K) Bock, 417.

1919-20-21 (870)—Bock Brgs. from A-K—(A) 418-41; (B) 257-25; (C) Spec.; (D, E, G & H) 375-37; (J) 335-33; (K) 449-43; (P) 212; (BB) 307DR.

COLEMAN—1916 (1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower, 312NDT; (AA) Hy, 27794; (BB) Hy, 36733; (DD & EE) Hy, 16516; (FF) Hy, 16948.
 1916 (2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.

1916 (3 Ton)—(AA) Hy, 27889; (BB) Hy, 27896; (DD & EE) Hy, 16748.

COLLIER—1918 (17)—(A) Br, 308AX; (B) Br, 305AXL.
 1920 (18-19)—(A) Bk, 435; (B) Bk, 316; (E Axle Shaft) Tim, 6378-6320; (G & H) Tim, 477-473; (J) 456-453; (K) 539E-532; (P) 307DR; (AA) 208; (BB) 307; (DD) 304; (EE) 305.

1920 (21-22)—Tim. Brgs. from A-K—(A) 4554-4500; (B) 3381-3320; (E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (P) 308DR; (AA) 304; (BB) 308; (DD & EE) 306.

COLUMBIA—1916-17-18—(O) 205.
 1918 (E. T. 2 Ton)—(D) Bower, 5353T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085 (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

COLUMBIA (Of Pontiac, Mich.)—1919 (E)—(A) Tim, 3762-3720; (B) 3360-3320; (D) Br, 5553T; (E) Br, 4554T; (G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407; (AA) Hy, 27794; (BB) Hy, 26733; (CC) Hy, 16949; (DD & EE) Hy, 16516; (FF) Hy, 16948; (GG) Hy, 29097.

1920 (G)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D) Br, 5553T; (E) Br, 4554T; (G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407; (O) 205; (AA & BB) 308; (DD) 305; (EE) 306.

COLUMBIA SIX—1919-20-21 (All Mod.)—(A) Tim, 317-312; (B) Tim, 2382-2330; (D & E) Tim, 415T-412A; (G & H) Tim, 3595-3320; (J & K) Tim, 3381-3320; (S) 307.

COMET—1918 (C-50)—(F) Hy, 16691; (G & H) Hy, 26227; (AA) Hy, 27797; (BB & EE) Hy, 26972; (FF) Hy, 26956.

1919 (C-52)—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) 317-31; (K) Bk, 340-33; (GG) Hy, 29097.

1920 (C-53)—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) Bk, 317-31; (K) Bk, 340-33; (O) 205; (AA) 208; (BB) 207; (CC) Hy, 16828; (DD & EE) 305; (GG) Hy, 2907.

1921—(A) Bk, 337-33; (B) Bk, 235-23; (G & H) Bk, 355-35; (J) Bk, 317-31; (K) Bk, 340-33.

COMMONWEALTH—1919-20 (41, 42)—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX; (G & H) Hy, 26216; (J) 306; (K) 307DR. Spec.; (O) 205; (P, also Shaft drive gear) 208; (BB) 305DR.

COMMERCE—1916-17-18 (E 1-Ton)—(A) Bower, 308AL; (B) Bower, 305AL; (D) Bower, 309; (E) Bower, 306N; Jackshaft Bower, 306N.

1914-15

CONESTOGA—Continued

1920 (1 Ton)—(G) Hy, 29097.
1920 (3/4 Ton)—(A) 435; (B) 316.

CONSOLIDATED CAR CO.—1917 (6-44)—(A) Br, 308AXL; (B) Br, 305AXL; (F) Hy, 16779; (G & H) Hy, 26056; (J) 278; (K) 407RT.

CONTINENTAL—1919-20-21 (K, L, M-K, M, N, P)—(G & H) Tim, 5567-5500; (AA-Outer) 456-45; (AA-Inner) 559-55; (DD & EE) 415-41.

CORBITT—1916-17 (Mod. F, 1-1 1/2-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312.

1917-18 (A-3 1/2 Ton)—(D & E) Bower, 317NDT.
1917-18 (B-2 1/2 Ton)—(D & E) Bower, 314NDT.

1918 (AA-5 Ton)—(D & E) Bower, 319NDT.
1919 (E-1 Ton)—(A) 308DR; (B) 307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410.

1919 (D-1 1/2 Ton)—(A) 309DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410.
1919 (C-2, B-2 1/2)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408.

1919 (A-3 1/2 Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219 (J) 409; (K) 413.
1919 (AA-5 Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 220DR; (J) 407; (K) 414; (O) 205.

1920 (E-1, D-1 1/2 Ton)—(AA) Tim, 277-274; (BB) Tim, 339-333; (GG) Hy, 29095.
1920 (C-2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) 316-312; (GG) Hy, 29097.

1920 (B-1 1/2, A-3 1/2 Ton)—(AA & BB) Tim, 357-353; (DD & EE) Tim, 339-333; (GG) Hy, 29097.
1920 (AA-5 Ton)—(AA & BB) Tim, 439-4320; (DD & EE) Tim, 415-412; (GG) Hy, 18130.

CORNELIAN—1915 (Sp. Racer)—(A) 305; (B) 304; (D) 308; (E) 207; (G) 208; (H) 208; (J) 0307; (K) 0407; (AA) 305.

1915 (Lt. Car)—(A & B) 205; (D) 0209; (E) 0212; (G & H) 0208; (J) 0307; (K) 0407; (AA) 205.

COWLES-McDOWELL—1915 (Mod. 6-30)—Tim. Brs.; (A) 337-3320; (B) 236-2330; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 205.

CRAWFORD—1915 (Mod. 6-35)—Tim. Brs.; (A) 337-3320; (B) 236-2320; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 339-333; (B) 277-274.

1916 (3 Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320.
1916 (1 1/2 & 2 Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.

1916 (Mod. 6-35)—Tim. Brs.; (A) 337-3320; (B) 236-2320; (D) 435T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) 277-274; (BB) 339-333.

1917 (Mod. 30-40)—Tim. Brs.; (A) 355-3520; (B) 316-312; (D) 456-4520; (E, G & H) 375-3720; (J) 335-3320; (K) 435-4320; (AA) 336-3320; (BB) 375-3720; (DD & EE) 316-312.

1919—Tim. Brs. from A-K on all models—(A) 415T-412A; (B) 2382-2330; (D & E) 435T-4320 (G & N) 375-3720 (J) 415T-412; (K) 258-2520.

1919 (Spec. 1 Ton)—(D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1919 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (C) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.

1920—(A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 277-274; (BB) 339-333.

1920 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (C) 3762-3720; (H) 375-3720; (J) 335-3320; (K) 4368-4320.

1921—(A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (AA) 277-274; (BB) 339-333.

CROCE (Truck)—1916 (750 lbs.)—Tim. Brs.; (A) 339-333; (B) 255-2530; (D, E, G & H) 375-3720; (J) 255-2530; (K) 417-412; (AA) 337-3320; (B) 415-412; (DD & EE) 335-3320.

1916 (1/2 Ton)—Tim. Brs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (1 1/2 Ton)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

1917 (2 1/2 Ton)—Tim. Brs.; (A) 4550-4520; (B) 440-4320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

CROW-ELKART—1915 (Mod. E-25)—(D & E) 208; (G & H) Hy, 26216; (AA) Hy, 26518 (BB) Hy, 26737 (DD & EE) Hy, 16517.

1915 (E-55) (F) Hy, 16681 (G & H) Hy, 26056; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.

1916 (Mod. C-30)—(G & H) Hy, 26216; (AA) Hy, 26518; (BB) Hy, 26737; (DD & EE) Hy, 16517; (O) 306.

1917 (Crow-Elkart)—(D & E) Bower, 208; (G & H) Hy; (J) 0208; (K) 0406; (Q) 306.

1918—(G & H)—Hy, 26216; (AA) Hy, 27797; (BB) Hy, 27899.

1919-20 (H)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) Tim, 277-274; (G & H) Hy, 26216; (AA)—Hy, 27797.

CUNNINGHAM—1910 (Amb.)—Tim. Brs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

1911 (Pleas.)—Tim. Brs.; (A) 337-3320; (B) 315-312; (D, E & G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320.

1912 (Amb. J.)—Tim. Brs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

1912-13 (Pleas. J.)—Tim. Brs.; (A) 336-3320; (B) 316-312; (C) 3650-3620; (D, E & G) 375-3720; (H) 456-4520; (J) 336-3320; (K) 435-4320.

1913 (Amb.)—Tim. Brs.; (A) 336-3320; (B) 316-312; (C) 3650-312; (D) 3650-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532.

1913 (Pleas.)—Tim. Brs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

1914 (Amb. & Pleas.)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; (K) 539-532; (AA) Ann, 311; (BB) Ann, 409; (DD & EE) Ann, 307.

*1915-16-17 (Mod. S-U-V-2)—Tim. Brs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) Ann, 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) Ann, 205; 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 337-3320; (DD & EE) 5335-3320.

1915 (L 4 Ton)—Tim. Brs.; (A) 5550-5520; (B) 5351-5320; (C) 4354-5320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 5755-5720; (J & K) 559-552; (N) 440-4320; (AA & BB) 440-4320; (DD & EE) 415-412.

1915 (L 3 Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E & H) 5755-5720; (G) 5756-5720; (J & K) 559-552; (N, AA & BB) 440-4320; (DD & EE) 415-412.

1915 (J 1/2, 1, 2, 3 Ton)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G) 559C-552; (H) 559-552; (J & K) 539-532; (N, BB, DD & EE) 335-3720; (AA) 337-3320.

1916 (J-1)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-452; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.

1916 (J-A)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 357-353; (BB) 339-333.

1916-17 (J 3, 2 Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (D) 341B-3320; (D & E) 5553-5520; (G & H) 5593-552; (J & K) 539C-552; (BB, DD & EE) 335-3320; (AA) 337-3320.

1916 (Mod. L)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-3320.

1917 (J-4 1 1/2 Ton)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (N) 335-3320; (AA) 277-274; (BB) 339-333.

1917 (J-5 1 Ton)—Tim. Brs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.

1917 (L 3 1/2 Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (N) 440-4320; (AA & BB) 357-353; (DD & EE) 339-333.

1917 (R 5 Ton)—Tim. Brs.; (A) 5550-5520; (B) 5351-5321; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1920 (V-4 1/2)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) Tim, 439-432; (K) Tim, 539-532; (S) 205; (AA) 337; (BB) 335; (CC) 257 cone; (DD & EE) 307.

1921 (V-2)—(A) Tim, 316-312; (B) Tim, 438-4320; (C) 1106F; (D & E) Tim, 375-3720; (G) Tim, 462-454; (H) Tim, 559-552; (J) Tim, 439-432; (K) Tim, 539-532; (S) 205; (AA & BB) Tim, 357-353; (CC) Tim, 14118; (DD & EE) 307.

DANIELS—1917 (Mod. A)—Tim. Brs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) Ann, 205; (AA) 277-274; (BB) 339-333; (DD & EE) Ann, 306.

DANIELS 8—1919-20-21 (D-19)—Tim. Brs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (O) 305; (P) 308; (Q) 209; (AA) 308 & 305; (BB) 308; (CC) 305; (DD) 306; (EE) 307; (GG) 303 & 304.

DART—1916-17-18 (Mod. E)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1914 (1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 310N; (E) Bower, 309N.
1914 (1000 lbs.)—(F) Hy, 16792; (G & H) Hy, 26056.

1915-16 (1000 lbs.)—(F) Hy, 16681; (G & H) Hy, 26056; (AA) Hy, 26518.
1916-17-18 (Mod. CC)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916-17 (Mod. AA & BB)—Tim. Brs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

1918-19 (Mod. E)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5521; (G & H) 477-473; (J & K) 456-453.

1918-19 (Mod. CC4)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918-19 (Mod. L)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6339-6320.

1919-20 (L 3 1/2 Ton)—(CC) Hy, 27988; (GG) Hy, 29097.
1920 (M 2 1/2 Ton)—(A) Tim, 435-4220; (B) Tim, 3191-3120.

DAVIS—1915 (Mod. 38A, B)—(J) 307; (Q) 205; (AA) 211; (BB) 307.

1915 (Mod. 38A, B)—(T) 410; (U) 310.
1915 (Mod. 40, 6-50)—(F) 311; (J) 308 x 1 1/2"; (Q) 205; (AA) 211; (BB) 307 (DD & EE) 306.

1916-17 (Mod. 6-G, 6-E, 6-F)—(F) 310; (Q) 205; (AA) 210; (BB) 307.
1916 (Mod. 6-50)—(F) 311; (J) 407; (Q) 205; (AA) 211; (BB) 307; (DD & EE) 306.

1916 (38C)—(F) Hy, 16691; (G & H) Hy, 26486; (DD & EE) Hy, 17799.
1916 (Mod. 6J, 6H)—(F) Hy, 16692; (G & H) Hy, 26486; (AA) 210; (BB) 307.

1919 (H, I, N, P)—(D) Hy, 16692; (E) Hy, 26486.
1919 (A-9W, Small 6)—(A) Tim, 317-312; (B) Tim, 2687-2620; (D & E) 415T-412A; (G & H) 359S-3520; (J) Tim, 2785-2720; (K) Tim, 3381-3320.

1919 (51)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

1920 (51)—(A) Tim, 317-312; (B) Tim, 2687-2620; (D) 415T-412A; (G & H) Tim, 359T-3520; (J) 2785-2720; (K) Tim, 3381-3320.

DAY-ELDER—1917-18 (J 3/4 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D & E) Bower 31NDT.

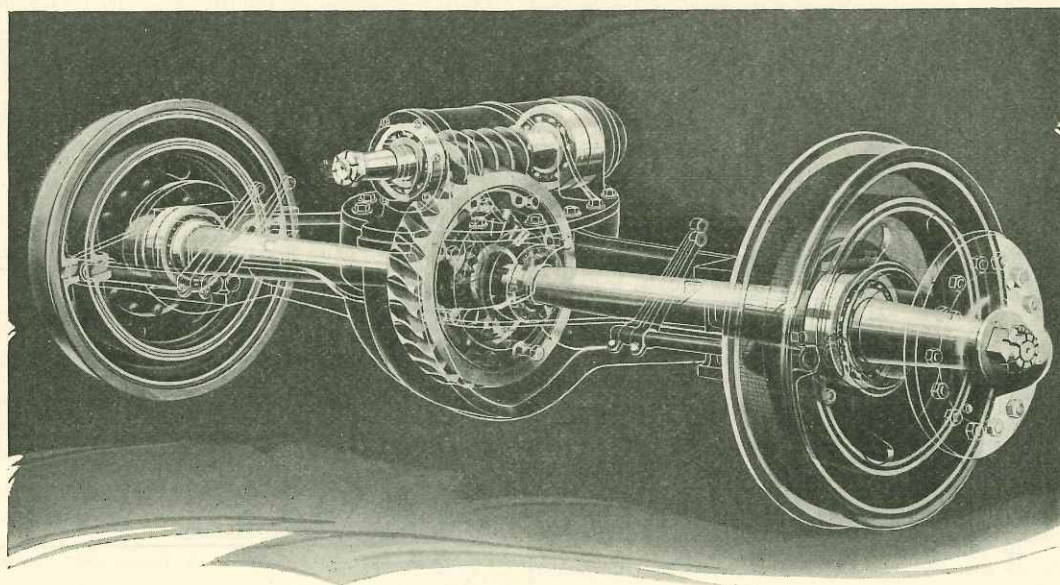
1918 (Mod. A, B & D)—(A) Tim, 435-4320; (B) Tim, 3191-3120; Bower, 316T; (D & E) U. S. 311 on axles above 8373; No. 212 on axles 8002 to 8373; (G & H) Hayes 7060 on axles 8002 to 8173; U. S. 311 on axles above 8173; (J) Bock N417 on axles 8002 to 8768; U. S. 407 used on axles above 8768; (K) Bock N407 on axles 8002 to 8763; U. S. 407 above 8763; (AA) Hy, 17797; (BB) 307; (DD & EE) Hy, 16972; U. S. 5314; (J & K) U. S. 5411; (AA) Hy, 17026; (BB) 308; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1918 (Mod. E)—(A) 312; (B) 311; (D & E) 319 D. R.; (G & H) 219 S. R. or SKF, 918; (J) 410 S. R.; (K) SKF 3110-D; (AA) Tim, 439T; (BB) Tim, 435T; (DD & EE) 415T-412.

1919 (Mod. A, B & D)—(A) Hy, 27797.
1919 (C 2 1/2 Ton)—(A) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (A & B)—(A) Bk, 435; (B) Bk, 316; (F) 311; (G & H) 213; (J & K) 407; (N) 307; (Reverse Int. Gear) 210DR; (O) 205; (AA) 209; (BB) 307DR; (CC) Hy, 16972; (DD & EE) 306; (FF) 210.

1919 (D)—(A) Bk, 435; (B) Bk, 316; (F) 311; (G & H) 213; (J) 309; (K) 409DR; (N) 307; (Reverse Int. Gear) 210; (O) 205; (AA) 212; (BB) 308DR; (CC) Hy, 16820; (DD & EE) 308; (FF) 210.



Ball Bearings on Rear Axle Assemblies Maintain Original Settings of Rotating Parts

SUBJECTED to the severe and varying strains of road shocks and jars—as well as the heavy thrust loads due to turns, road slants and skidding—the rear axle assembly must be capable of withstanding severe strains without disturbing the accurate relation of rotating parts. The moment wear occurs there is destructive play in the hubs and the gears rub, grind and chatter with disastrous results.

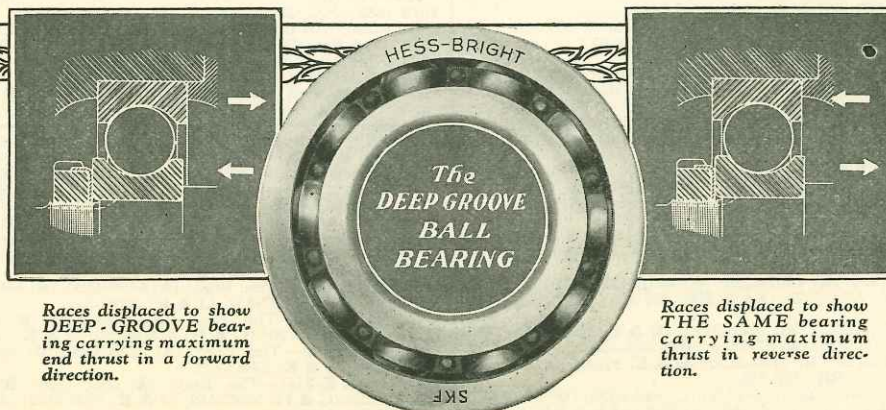
To resist these heavy radial and thrust loads without appreciable wear, is the duty that must be demanded of the bearings in order to maintain the rotating parts in their original settings throughout the life of a car.

As this ability is an inherent quality of deep-groove ball bearings, as made by the Hess-Bright Manufacturing Company, they are considered by many as standard for this purpose.

THE HESS-BRIGHT MANUFACTURING COMPANY

Supervised by **SKF** INDUSTRIES, INC., 165 Broadway, New York City

799



**BALL
BEARINGS**
*The Highest Expression
of the Bearing Principle*

Races displaced to show
DEEP-GROOVE bearing
carrying maximum
end thrust in a forward
direction.

Races displaced to show
THE SAME bearing
carrying maximum
thrust in reverse direc-
tion.

DEMOT—(J & K) 306; (BB) 208; (DD & EE) 307.

DE MARTIN—1917 (1 & 1½ Ton)—Tim. Brs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 316-312.

1917 (2-3½ Ton)—Tim. Brs.; (AA) 335-3320; (BB) 337-3320; (DD & EE) 335-3320.

DE MARTINI—1920 (1½ Ton)—(AA) Tim, 277-274; (BB) Tim, 339-333.

1920 (2-2½, 3-3½ Ton)—(AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.

1920 (4-4½ Ton)—(AA) Tim, 337-3320; (BB) 335-3320; (DD & EE) Tim, 335-3320.

DENBY—(Mod. 12-1 Ton)—(A) Bower, 308N; (B) Bower, 307N; (D) Bower, 4553T; (E) Bower, 3554T.

(H 2 Ton)—(A) Bower, 310N; (B) Bower, 308N; (D) Bower, 5553; (E) Bower, 4554; (E) Bower, 307; (G) Hy, 1447; (H) 208; (J) 306; (K) 406; (AA) 208; (BB) 307.

1917-18-19 (Mod. 15 3 Ton)—Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 5553; (E) Bower, 4554; (G & H) Hy, 2476; (J) 407; (AA) 308; (BB) 307; (DD & EE) 305.

1915-16-17 (1 Ton B & C)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower 3672T; (E) Bower, 3362T; (G) Hy, 26084; (H) Hy, 26085.

1916-17 (2½ Ton K)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085.

1917 (2 Ton)—(J) 307; (K) 407; (O) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1917 (12, 1 Ton)—(J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.

1917-18-19 (Mod. 13 2 Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Bower, 553; (E) Bower, 4554; (G & H) Hy, 26084-26085; (J & K) 407 & 307; (AA) 308; (BB) 307; (DD & EE) 305.

(Model 210)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (G & H) Hy, 26480; (J) 310; (K) Hy, 26609; (AA) 211; (BB) Hy, 27988; (DD) 309; (EE) 308.

1919 (3½-5 Ton)—(F) Hy, 47893; (G & H) Hy, 26480; (K) Hy, 26669.

DENBY—1919 (25-3 Ton, 134-2 Ton)—(A) Tim, 4553; (B) Tim, 3360; (J) 307DR; (K) 407; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919 (12-1 Ton)—(A) 308DR; (B) 307DR; (J) 306DR; (K) 406; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919 (27-3½ Ton)—(A) Bk, N312; (B) Bk, N308; (D & E) Hy, 47893 or 47897; (G & H) Hy, 26480; (J) Hy, 26690; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308.

1919 (210-5 Ton)—(A) Bk, N313; (B) Bk, N309; (D & E) Hy, 47893 or 47897; (G & H) Hy, 26480; (J) Hy, 26690; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308.

1920 (12-1 Ton)—(C) Hy, 26219; (GG) Hy, 29095.

1920 (134-2, 25-2½ Ton)—(A) Tim, 4530; (B) Tim, 3360T; (G) Hy, 26084; (H) Hy, 26085; (GG) Hy, 29095.

1920 (27-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (D & E) Hy, 47893; (G & H) Hy, 26480; (CC) Hy, 27988; (GG) Hy, 29097.

1920 (210-5 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320.

DENNO—1917-18 (10 1½ Ton)—(D) Bower, 309N; (E) Bower, 306N (Jackshaft), 306N

1918 (12 ½ Ton)—(D) Bower, 308N; (E) Bower, 306AL (Jackshaft), 306AL.

DETROIT (Electric)—1920 (78 to 88)—(A) Tim, 342 3320; (B) Tim, 235-2320; (F) Tim, 458T-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 439T-432.

DETROIT TRAILER—1920—(A) Tim, 435-4320; (B) Tim, 3191-3120.

DETROITER—1917 (Mod. 6-45)—Tim. Brs.; (A) 257-2520; (B) 235-2320; (D) 415T-412A; (A) Ann, 209; (G) 288-284; (H) 355-3520; (J) 334-3320; Ann, 207; (K) 258-2520; Ann, 407; (O) Ann, 205; (BB) Ann, 307.

DIAMOND T—1915 (J 1½ Ton)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520;

1919 (J 5-1 Ton)—Tim. Brs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) 339-3320; (CC) T-235; (DD & EE) 306-303.

1919 (J 4-1½ Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539E-532; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) 339-3320; (CC) T. 235; (DD & EE) 306-303.

1919 (J 3-2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (Q) 209; (AA) 337-3320; (BB) Tim, 335-3320; (CC) T-257; (DD & EE) Tim, 316-312.

1919 (LB-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6375E-6320C; (O) 205; (P) 208DR; (Q) 209; (AA) Tim, 419-336 & 412-3320; (BB) Tim, 357-353; (CC) T. 306; (DD & EE) Tim, 339-333.

1919 (R, S-5 Ton)—(A) 5550-5520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6375E-6320C; (O) 205; (P) 208DR; (Q) 209; (AA) 439-434; (BB) Tim, 435-434; (CC) T-335; (DD & EE) Tim, 415-412.

1920 (T, FS-1½ Ton)—(A) 4364-4320; (B) 3161-3120; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (O) 205; (Q) 210; (AA) 209; (BB) 307DR; (DD & EE) 306.

1920 (U-2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-532; (J) 539E-532; (K) 5578E-5521; (O) 205; (Q) 210; (AA) 212; (BB) 309DR; (DD & EE) 308.

1920 (K-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (O) 205; (P) 308; (Q) 210; (BB) 311DR.

1920 (EL-5 Ton)—(A) 5550-5520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J) 6375E-6323; (K) 6455E-6422; (O) 205; (P) 308; (Q) 210; (BB) 311DR.

1920 (S-5 Ton)—(A) 5550-5520; (B) 5351-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J) 6375E-6323; (K) 6455E-6422; (O) 205; (P) 208DR; (Q) 209; (AA) Tim, 439-434; (BB) Tim, 435-434; (CC) T-335; (DD & EE) 415-412.

DILE—1915 (Mod. A)—(F) 306; (G & H) 207; (J) 0205; (K) 0206; (AA) 206; (BB) 205; (DD & EE) 205.

DIXIE FLYER—1917 (Flyer)—(D & E) Bower, 209AL; (G) Bower, 209A.

1919 (H)—(A) Br, 317T; (B) Br, 235T; (D & E) Br, 208AX; (G & H) Hy, 7141; (I, Q, AA, CC, GG, KK & LL) Spec.; (J) 206; (K) 306DR; (O) 203; (P) 207; (BB) 305.

1920-21 (H)—(A) Br, 317T; (B) Br, 235T; (D & E) Br, 208A; (G & H) Hy, 7141; (I, Q, AA, CC, KK & LL) Spec.; (J) 306; (K) 307DR; (O) 203; (P) 207; (BB) 206DR.

DIXIE—1916-17-18—(G & H) Hy, 26216.

DISBROW—1917 (Louis Disbrow)—(DD & EE) Hy, 17799.

DOANE (Truck)—1917 (2½ Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (6 Ton)—Tim. Brs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 4356-5320; (AA & BB) 440-4320; (DD & EE) 415-412.

1918 (2½ Ton)—Tim. Brs. on all Mod.; (A) 4550-4520; (B) 4365-4320; (D) 5550-5520; (E) 5351-5320; (G & H) 3955-3920; (J) 435-4320; (K) 336-3320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (6 Ton)—(A) 6358-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J) 5356-5320.

1920 (2½ Ton)—(A) 4550-4520; (B) 4365-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 3955-3920; (J) 336-3320; (K) 435-4320.

1920 (3½ Ton)—(A) 5550E-5520; (B) 4351-4320; (D) 6456-6420; (E) 5551E-5520; (G & H) 3955-3920; (J) 336-3320; (K) 435-4320.

1920 (6 Ton)—(A) 6356-6320; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5756-5720; (J & K) 5356-5320; (HH) Hy, 27095.

DODGE (All Years)—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D & E) Tim, 288-284; (G & H) Tim, 365-363; (J) Tim, 255-2530; (K) Tim, 3191-3120; (O) 304; (Q) 304; (AA) 207; (BB) 308.

1919-20-21—(A) Tim, 256-2530; (B) Tim, 1751-1730; (D) Tim, 288-284; (G & H) Tim, 365-363; (J & K) Tim, 255-2530; (O) Faf. 304A; (S) Faf. 308A.

DORRIS—1915 (1-Ton Del.)—Tim. Brs.; (A) 337-3320; (B) 315-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4230; (K) 539-532; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (1-A-4)—Tim. Brs.; (A) 337-3320; (B) 315-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (2 Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA & BB) 335-3320; (DD & EE) 316-312.

1916 (1-8-6) 1917 (1-B-6-½ Ton)—Tim. Brs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (Q) Ann, 1205; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312. (Main Shaft Front on 1916 8-6) uses Tim, 335-3320.

1916-17 (1-B-W)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (Q) Ann, 1205; (AA & BB) 335-3320; (DD & EE) 316-312. 1917 Model uses Tim, 337-3320 on Main Shaft Front.

1919-20-21 (6-80)—Tim. Brs. from A-K on all models—(A) 412-419; (B) 312-316; (C) 3656-3620; (F) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439 T-432; (O) 205; (P) 211; (BB) 307DR; (CC) Warner X4001; (DD & EE) 206; (GG) Withington 30068.

1919-20-21 (K-4)—(A) 4558-4520; (B) 3360-3620; (C) 341-3320; (D & E) 5553-5520; (G & H) 5596-552; (J & K) 539D-532; (O) 205; (P) 207DR; (Q) 6813HB; (AA) 211; (BB) 309DR; (CC) Warner X40-11; (DD & EE) 308 (GG) Oakes 500.

1919-20-21 (K-7)—(A) 4550-4520; (B) 4360-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6321; (O) 205; (P) 207DR; (Q) 6813 HB; (AA) 211; (BB) 309 DR; (CC) Warner X40-11; (DD & EE) 308; (GG) Oakes 500.

DORT—1915-16-17-18-19 (5-5A, 9, 11)—(D & E) Hy, 16395; (G & H) Hy, 16227; (J) Tim, 319-312; (K) Tim, 348-3320; (AA) 207; (BB) 305.

1919 (8, 8C, 11, 11S, 11T)—(D & E) Hy, 16395; (G) Hy, 16227; (H) Nice 280; (J) Tim, 319-312; (K) Tim, 348-3320; (Q) Spec.; (AA) 207DR; (BB) 305DR.

1920 (10, 10C, 15, 15S, 39, 39C, 39L)—(D & E) Tim, 2785-2720; (B) Tim, 1751-1730; (D & E) Hy, 16395; (G) Hy, 16227; (H) Nice 280; (J) Tim, 319-312; (K) Tim, 348-3320; (AA) 207DR; (BB) 305DR.

DOUGLAS—1919-20 (1 Ton)—Tim. Brs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1920 (2 Ton)—Tim. Brs.; (A) 4554-4520; (B) 3381-3320; (C) 3762-3720; (H) 375-3720; (J) 335-3320; (K) 4368-4320; (CC) Hy, 16820.

DREDNOT—1914 (Mod. A-13)—Tim. Brs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

1915 (Mod. 9)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1915 (Mod. G)—Tim. Brs.; (A) 4558-4520; (B) 4360-4320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

DREXEL—1917 (Mod. R.)—(D & E) Bower, 208A.

1918 (17)—Tim. Brs.; (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

DUPLIX—1916 (Mod. C-B)—(AA & BB) Tim, 357-353; (DD & EE) 339-333.

(2 Ton)—(A & D) Bower, 3762T; (B & E) Bower, 3362T; (G & H) Bower, 458T; (J) Bower, 4359T; (K) Bower, 335T.

(3 Ton)—(A) 311N; (B) 310N; (J) Bower, 355T; (K) Bower, 4359T.

1916 (Mod. D)—(A & D) Bower, 311N; (B & E) 310N; (G & H) Bower, 456T; (J) Bower, 335T; Bower 4359T; (O) 205; Jack Shaft Hy, 19200.

1917 (Mod. E)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; (O) ND, 205 Jackshaft Hy, 19200.

1917 (Mod. EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 335T; (K) Bower, 4359T; Intermediate Rear Drive Shaft SK.F, 1309; (O) 205; Jackshaft Hy, 19200.

1918-19 (Mod. E & EL)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205, Chain Case Brs. 2 Bowers 4356T, Jackshaft Hy, 19200.

1918 (D 3½ Ton)—(A & D) Bower, 311N; (B & E) Bower, 310N; (G & H) Bower, 456T; (J) Bower, 4359T; (K) Bower, 335T; Jackshaft, Bower, 310NDT.

1919 (EL, EV)—Tim. Brs.; (J) 333-3320; (K) 4368-4320; (O) 205; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (3½ Ton)—Jackshaft Hy, 19260; (GG) Hy, 29097.

DUTY—1920 (2 Ton)—(G) Hy, 26219.

EAGLE—1917-18—(D & E) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 26518; (BB) Hy, 26737.

ECONOMY—1917 (Mods. 4-36)—(F) 309; (G & H) 0209; (J) 0207; (K) 0307; (Q) 205; (AA) 207; (BB) 305.

1917-18 (Mods. 8-48)—(F) 309; (G & H) 0209; (J) 0306; (K) 406; (Q) 205; (AA) 208; (BB) 307; (DD) 305; (EE) 306.

(K)—1920—(A) Br, 336TXL; (B) Br, 236TX; (D) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

ELCAR—1915 (Mod. 6-40)—Tim. Brs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.

1916 (Mod. 6-40)—Tim. Brs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA & BB) 335-3320; (DD & EE) 316-312.

1916 (Mod. A-B)—(D & E) Hy, 16076; (G & H) Hy, 26216.

1917-18—(G & H) Hy, 26216.

1917-18—(D & E) Bower, 208A.

1919 (A) Tim, 317-312; (B) Tim

ESSEX—Continued

1919 (Mod. A)—Tim. Brgs. from A-K on all models—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520; (J) 3381-3320; (K) 2785-2720; (O) 205; (Q) 211; (AA) Hy, 17024; (BB) Hy, 16661; (CC & FF) Hy, 16820; (DD & EE) Hy, 16473; (Starter) Hy, 600203; (Valve Rocker Arm) Hy, 26939.
 1920 (A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 3598-3520; (J) 3381-3320; (K) 2785-2720; (O) 205; (Q) 211; (AA) Hy, 47024; (BB) Hy, 46661; (CC & FF) Hy, 16820; (DD & EE) Hy, 16473; (Generator) Hy, 600203; (Valve Rocker Arm) Hy, 26939.
 1917 (1 1/2 Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

FAGEOL—1918 (2 Ton)—Tim. Brgs. from A-K on all models—(A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 5595-552; (J & K) 539C-532; (FF) 27925; (GG) 29097.
 1918 (3 1/2 Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (FF) Hy, 27925; (GG) Hy, 29097.
 1918 (5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 780-772; (E) 6552-6521; (G & H) 780-772; (J & K) 6259-6320; (FF) Hy, 17301; (GG) Hy, 29097.
 1920 (1 1/2 Ton)—(AA) Tim, 419-412; (BB) Tim, 444-432; (DD) Tim, 3191-3120; (EE) Tim, 416-414; (FF) 27925; (GG) Hy, 29097.
 1920 (2 Ton)—4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539C-532; (K) 5578E-5521.
 1920 (2 1/2 Ton)—(A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (FF) Hy, 27925; (GG) Hy, 29097.
 1920 (3 1/2 Ton)—(A) 4550-4520; (B) 4361-4321; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA & DD) Tim, 458-452; (BB) Tim, 462-452; (EE) Tim, 455-452.
 1920 (5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323 or 6359-6320; (K) 6455E-6422 or 6359-6320; (AA & DD) Tim, 458-452; (BB) Tim, 462-4520; (EE) 455-452; (FF) Hy, 17301; (GG) Hy, 29097.

FAMOUS—1919-20-21 (B-10)—(A) 435; (B) 316.

FARGO—1916-17 (M 1 1/2 Ton)—(D) Bower, 3762T; (E) Bower, 3362T.
 1916-17-18 (N-P 2 Ton)—(D) Bower, 5553T; (E) Bower, 4554T; (G) Hy, 26084; (H) Hy, 26085.

1920 (P-2 Ton)—(J) 307DR; (K) 407; (O) 205; (AA-BB) 308; (CC) 304; (DD & EE) 306.

FEDERAL—1914-15 (1 1/2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
 1916 (Mod. J-K-M)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
 1916 (3 1/2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-3420; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
 1916 (Mod. W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320.
 1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1917 (1 1/2 Ton)—(BB) 308; (DD & EE) 307.
 1917 (Mod. O-P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
 1917 (5 Ton X)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6559-6320.
 1918 (3 1/2 Ton)—(AA) 212; (BB) 309; (DD & EE) 308.
 1919 (TD)—Tim. Brgs. from A-K on all models—(A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q) Spec.; (AA) 210; (BB) 212; (CC) Spec.; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec.

1919 (UD)—(A) 4558-4520; (B) 3360-3320; (Steering Knuckle Pivot) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q) Spec. (AA) 210; (BB) 212; (DD & EE) 307; (Spline Shaft Rear) 308; (GG, KK & LL) Spec.

1919 (WD)—(A) 4550-4520; (B) 4361-4320; (Steering Knuckle Pivot) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320; (O) 205; (P) 208; (Q) Spec. (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft Rear) 309; (GG, KK & LL) Spec.

1919 (XC)—(A) 5550-5520; (B) 5351-5320; (Steering Knuckle Pivot) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 205; (P) 208; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft Rear) 309; (GG, KK & LL) Spec.

1920 (SD)—(A) 3750-3720; (B) 3360-3320; (F) 539-532; (G & H) 397-3920; (J) 444-432; (K) 456-453; (O) 205; (P) 208; (Q) Spec.; (AA) 209; (BB) 210; (CC, GG, KK & LL) Spec.; (DD & EE) 306; (Spline Shaft, Rear) 308.

1920 (TE, UE)—(A & B) 3750-3720; (D & E) 5557; (G & H) 559-552; (J & K) 539-532; (O) 205; (P) 208; (Q) Spec.; (AA) 209; (BB) 210; (CC, GG, KK & LL) Spec.; (DD & EE) 307; (Spline Shaft, Rear) 308.

1920 (WE)—(A) 4550-4520; (B) 4361-4320; (Steering Knuckle Pivot) 443-4320; (D) 6557; (J) 559; (K) 6375E; (O) 205; (P) 208; (Q) Spec.; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

1920 (XE)—(A) 5550-5520; (B) 5351-5320; (Steering Knuckle Pivot) 5354-5320; (G & H) 780; (J) 6375E; (K) 6455E; (O) 205; (P) 208; (Q) Spec.; (AA) 211; (BB) 212; (DD & EE) 308; (Spline Shaft, Rear) 309.

FEDERAL TRACTOR—1920 (UE-10-3 Ton)—(A & B) Tim, 3750-3720; (D & E) Tim, 557; (G & H) Tim, 559-552; (J) Tim, 539-532; (K) Tim, 5578-5521; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 308DR; (DD & EE) 307.

1920 (WC-95, 7 Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4321; (G & H) Tim, 5757; (J) Tim, 559-552; (K) Tim, 6375E; (O) 205; (Clutch Housing, Rear) 208; (AA) 212; (BB) 308DR; (DD & EE) 308.

FIAT—(Mod. 55)—(D) 410; (G & H) 312; (O) 204; (P) 206; (AA) 305; (BB) 306; (CC) 308; (DD) 406; (EE) 210; (GG) 213 & 305.

FORD (Truck)—1918 (1 Ton)—(F) Hy, 16211; (G & H) 0212.

1919 (T)—(D & E) Hy, 16079-80; (J) Hy, 26620.

1920 (T)—(D, E, G & H) Hy, 16079-80; (J) Hy, 26620.

1920 (1 Ton)—(D & E) Hy, 16211; (J) Hy, 16476.

FORDSON (Tractor)—(A) Tim, 357-352; (B) Tim, 14118-14283; (F) Hy, 16125; (G & H) 218RT 100%; (J) 214RT 50%; (K) 2 No. 411RT 200%; (O) 306RT 50%; (P) 214RT 50%; (T) 2" x 2 1/2"; (V) 2" x 2 1/2"; (W) 2" x 3"; (X & Y) 2" x 3"; (AA) 214RT 50%; (BB) 406RT 50%; (CC) 405RT 50%; (DD) 406RT 50%; (EE) 405RT 50%; (FF) 1 1/2" x 1 1/4" Bronze; (GG) 2 No. 204RT 100%; Belt Pulley, Inner 308RT; Outer 36RT.

1920—(G & H) 218; (J) 214; (K) Gur. Dup 411; (O, CC) 405; (AA, 214; (BB, DD) 406; (GG) 204DR.

FORSCHLER—1916 (1 1/2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B 3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

1919-20—(A1, AX 1 1/2, B2)—(A) Bk, N310; (B) Bk, N308.

1919-20 (BX 3)—(A) Bk, N310; (B) Bk, N309.

FOSTER—1920 (Tour)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432.

FOSTORIA—1916-17 (Mod. 17)—(J & K) 305; (AA) 207; (BB) 305.

FOUR WHEEL DRIVE—1916—(G & H) 216; (O) 205; (AA) 213; (BB) 309; (DD & EE) 307.

1917—(G & H) 216; (AA) 213; (BB) 408; (CC) 309; (DD & EE) 307.

1918—(G & H) 216; (O) 305; (Q) 210; (AA) 213; (BB) 309; (DD & EE) 307; (GG) 205.

1915-16-17-18 (B 3 Ton)—(A, B, D & E) Bower, 313N; (G & H) Bower, 313N; (J) Bower, 309N; (K) Bower, 306AL.

1918-19-20 (B-3 Ton)—(A, B, D & E) Br, 217N; (G & H) 308; (J) 309; (K) 306; (O) 305DR; (Q) 210DR; (AA) 213DR; (BB) 309DR; (DD & EE) 307; (GG) 205.

FRANKLIN—1915, 16 (M, M 8, M 1 Ser. 4-5-6)—(A) Tim, 2750-2720; (B) Tim, 2357-2320; (D & F) Tim, 415-412; (G & J) Tim, 355-3520; (J & K) Tim, 417-412; (AA, DD & EE) 307 Spec. 1" I.D.; (BB) 407.

1917-18-19 (Series 9)—(A) 307RT; (B) 305RT; (J) 407RT; (G & H) 308RT; (J) 207RT; (K) 408RT; (O) 304; (P) U.S. 1109; (Q) Special; (AA) 206; (BB) 306; (CC) 304; (DD & EE) 305; (KK) 204RT; (LL) 204W-RT.

1919-20 (9B)—(A) 307RT; (B) 305RT; (D & E) 407RT; (G & H) 308RT; (J) 408RT; (K) 207RT; (Q) 1109F; (S) Gur. 206; (AA) 304; (BB) 306; (DD & EE) 305; (KK) 204; (LL) 204W.

1921—(G) 210RT; (K) 307RT; (Q) 209 Light Radial.

FULTON—1917-18 (F-2 1 1/2 Ton)—(D) Bower, 3762T; (E) Bower, 3362T; (G & H) Hy, 26218.

1919-20-21 (C, D)—(A) Bk, 435-48; (B) Bk, 316-315; (G & H) 2476; (N) 307-8; (O) 205; (S) 210.

G. V. MERCEDES—1911-12-13-14-15-16-17 (3 1/2 & 5 Ton)—Tim. Brgs.; (A, B, D & E) 6352-6320; (G, H, DD, & EE) 4353-4320.

1914 (Mod. 1914)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.

1912-13 (700 lb.), 1915 (1 1/2 Ton)—(A, B, D & E) Tim, 415-412; (DD & EE) Tim, 2362-320.

1911-12-13 (1 Ton)—Tim. Brgs.; (A & D) 4360-4320; (B & E) 4350-4320; (G, H, DD & EE) 3150-3120.

1915-16-17 (1 Ton)—Tim. Brgs.; (A, B, D & E) 4360-4320; (G, H, DD & EE) 3150-3120.

1911-12-13 (1 1/2 Ton)—Tim. Brgs.; (A, D & G) 4353-4320; (B, E & H) 4361-4320; (DD & EE) 1954-1920.

1911-12-13-16-17 (2 & 3 Ton)—Tim. Brgs.; (A, B, D & E) 5351-5320; (G, H, DD & EE) 3150-3120.

1915 (2 Ton)—Tim. Brgs.; (A, B, D, E, G & H) 5351-5320.

1916-17 (1 1/2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1916-17 (1,000 lb.)—Tim. Brgs.; (A, B, D & E) 415-412; (G, H, DD & EE) 236-2320.

1915-17 (5-6 Ton F.V., 6-Ton Dangler)—Tim. Brgs.; (A) 5564-5520; (B) 5356-5320; (D) 6552-6521; (E) 6453-6420.

GABRIEL—1916 (Mod. M)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (Mod. O)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3672-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.

1916-17 (Mod. H)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 335-3320.

1917 (O 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 357-353; (DD & EE) 339-333.

1917 (M 1 1/2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

GARDNER—1920-21 (All Mod.)—(A) Tim, 2785-2720; (B) Tim, 1751-1730; (F) Hy, 16395; (G & H) Hy, 26227; (I) Nice 280; (J) Tim, 319-312T; (K) Tim, 348-3320; (O) 203; (P) 207; (Q) B & B 270; (S) 306; (KK & LL) Dittwiler 1522-23.

GARFORD—1916 (66-70)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-3320.

1916 (Mod. 67)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & J) 4553-4520; (H & K) 5553-5520; (AA, DD & EE) 4364-4320; (BB) 5356-5320.

1916 (Mod. 67 3 1/2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1916 (Mod. 68)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

1916 (Mod. 69)—Tim. Brgs.; (D) 6552-6521; (E) 6352-6321.

1916 (Mod. 75)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.

1917 (Mod. 68-69)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6554-6521; (E) 6553-6521.

1917 (Mod. 66 1 1/2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (70B 2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (75 1 Ton)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917-18 (77-77B 3 1/2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (O) Ann, 205; (Q) Ann, 2056; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Ann, 302.

1918 (75C 1 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3159-3120; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205SR; (P) Ann, 205DR; (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (66-B 1 1/2 Ton, 70-B 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205SR; (P) Ann, 205DR; (AA) 337-3320; (BB) 418-412; (DD & EE) 335-3320.

1918 (77

GENERAL MOTORS—Continued

1915-16 (Mods. 30-40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (J) Ann, 308; (K) Ann, 408; (AA & BB) 357-353; (DD & EE) 339-333.

1915-16 (Mod. 31-41)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) SKF, 207A, or Tim, 539C-532; (O) 205; (P) 305; (Q) SKF, 910; (AA & BB) Tim, 357-353 ND 308; (DD & EE) Tim, 339-333 ND 206.

1915-16 (Mod. 70)—(A) Tim, 4558-4520; (B) Tim, 4361-4320; (C) Tim, 443B-4320; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (J) 308; (K) 409; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.

1915-16 (Mod. 100)—(D) Tim, 6550-6521; (E) Tim, 6354-6321; (J) 308; (K) 403; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412; Jackshaft, 410.

1916 (Mod. 22)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1916 (Mod. 71)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1916 (Mod. 101)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (Mod. 15)—(J) 309; (K) 407; (BB) 308.

1917 (Mod. 16)—(G & H) Hy, 10571; (J) 305; (K) 406; (O) 205; (P) 305; (Q) SKF, 910; (AA) 305; (BB) 308; (DD & EE) 306.

1917 (31 1/2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1917 (71 3/4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 1205; (P) Ann, 208; (Q) Ann, 206 SKF, 910; (AA) DR, 307; (BB) ND, 1310; (DD & EE) 415-412 DR, 308.

1918 (21-31-41)—(O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (Mod. 16)—(F) 312; (J) 309; (K) 406; (O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (Mod. 71)—(O) 205; (Q) 208; (AA) 307; (BB) 310; (DD & EE) 308.

1917 (21 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) 277-274; (BB) 339-333.

1917 (L 3 1/2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3720; (BB, DD & EE) 335-3320.

1917 (41 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-5520; (J & K) 539C-532; (AA) ND, 305; (BB) ND, 308; (DD & EE) 339-333.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1918—Tim. Brgs. from A-K on all models (31-1 Ton)—(A) 3750-3720; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 205; (AA & BB) 308; (DD & EE) 306.

1918 (1 1/2 Ton)—(A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1918 (40-41R-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918 (71 3/4 Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (Q) 208DR; (AA) 309; (BB) 310; (DD & EE) 308.

1918 (101-5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) Tim, 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412.

1919-20 (16)—(F) 312; (G & H) Hy, 10571; (I) WM, 1271-S; (J) 309DR; (K) 406; (O) 205; (Q) SKF, 910; (AA & BB) 308; (CC) 305DR; (DD & EE) 306; (GG) Oakes C-1161-1124; C-1507-1506; (KK) 5792.

1919-20—Tim. Brgs. from A-M on all models (31-41)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (L & M) 539D-532; (N) SKF, 207A; (O) 205; (Q) SKF, 910; (AA & BB) 308; (CC) 305DR; (DD & EE) 306; (GG) Oakes C-1161-1124; C-1507-1506.

1919-20 (71)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (I) 539C-532; (M) 6359-6320; (N) SKF, 1308A; (O) 205; (P) 208DR; (Q) SKF, 910; (AA) 309; (BB) 310; (CC) 307DR; (DD & EE) 308; (GG) Oakes C-2802-2785; C-2788-2786.

1919-20 (101)—(A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (L & M) 6359-6320; (N) SKF, 1308A; (O) 205; (P) 208DR; (Q) SKF, 910; (AA) 309; (BB) 310; (CC) 307DR; (DD & EE) 308; (GG) Oakes C-2802-2785; C-2788-2786.

GERONIMO—1917-18 (Six A-45)—(D & E) Hy, 16691; (G & H) Hy, 26227.

1919-20 (6-A-45)—(D & E) Hy, 16691; (G & H) Hy, 26227; (CC) Hy, 16950-16820.

GERSIX—1919-20 (M)—(A) Bk, 310; (B) Bk, 308; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 310; (O) 205; (P) 211DR; (AA) Spec.; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.

1919 (K)—(C) Spec.; (F) 413; (G & H) 213DR; (I) SKF, 912; (J) 308; (K) 408; (M) SKF, 1716; (N) 310; (O) 205; (P) 211DR; (AA) Spec.; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.

1920 (K)—(A) Bk, 310; (B) Bk, 308; (C) Spec.; (D) Tim, 6553-6521; (E) 6453-6420; (G & H) 213; (I) SKF, 912; (J) 308; (K) 408; (M) SKF, 1716; (N) 310; (O) 205; (P) 211DR; (AA) Spec.; (BB) 307DR; (DD & EE) 306; (GG) Hy, 29097.

1920 (L)—(A) Bk, 312; (B) Bk, 311; (C) Spec.; (G & H) 216DR; (J) 409; (K) 413DR; (O) 205; (P) 308DR; (AA) 210DR; (BB) 310DR; (DD) 307; (EE) 308; (GG) Hy, 29097.

GHENT—1918 (6-60)—(D & E) Hy, 16779; (G & H) Hy, 26056.

GIANT—1919 (15-1 Ton)—(CC) Hy, 16820; (DD & EE) Hy, 17799.

1919 (17-3 1/2 Ton)—(CC) Hy, 27988.

1919-20 (15-1 Ton)—(A) 308DR; (B) 307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410DR; (O) 205; (DD & EE) 306.

1919-20 (16-2 Ton)—(A) 310DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205.

1919-20 (17-3 1/2 Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205.

GLIDE—1915 (Mod. 30)—(F) 310; (G & H) 0211; (J) 306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (CC) 303 with Cone Clutch, No. 0204 with Plate Clutch; (DD & EE) 305.

1916 (Lt. 6-40)—(D & E) 310; (G & H) 0210; (J) 0306; (K) 406; (O) 205; (Q) 205; (AA) 308; (BB) 307; (DD & EE) 305.

1917 (6-40)—(F) 310; (G & H) 0201; (J) 306; (K) 406; (O) 205; (BB) 308.

GLOBE—1916 (1 1/2 Ton)—(G) Hy, 26219.

1916-12-1 1/2 Ton)—(G) Hy, 26084; (H) Hy, 26085.

1916-17-18 (1 Ton)—(F) Hy, 16670; (G & H) Hy, 26069.

1917 (2 Ton), 1918 (C & CC 2 Ton)—(F) Hy, 26662; (G & H) Hy, 26356.

1918 (C & CC 2 Ton)—(F) Hy, 26662; (G & H) Hy, 26388.

1917-18 (1 1/2-2 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1919 (A-1, 1 Ton)—Hy. Brgs.; (D & E) 16670; (G & H) 26069; (J & K) 26668; (AA) 17026; (CC & FF) 16820; (DD & EE) 16506; (GG) 29097.

GOLDEN WEST—1918 (Truck)—(AA) Tim, 419-412; (BB) 357-353; (DD & EE) 339-333.

1919 (4)—Tim. Brgs.; (A & D) 759-752; (B & E) 5752-5720; (G & H) 598-592; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (Prop. Shaft, Front and Rear) 463-4520.

1920 (H)—(A & D) 759-752; (B & E) 5752-5720; (G & H) 5757-5720; (Third Differential Main Bearings) 598-592; (Outer) 463-4520; (J) 559-552; (K) 6375E-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

GRAHAM—1920 (A-1 1/2 Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 335-3520; (J) 335-3320; (K) 417-412; (GG) Hy, 29097.

GRAMM—1915-16 (Mod. 66)—Tim. Brgs.; (A) 4367-4320; (B) 3159-3120; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532.

1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

JRAMM-BERNSTEIN—1915 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320.

1915 (3 1/2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6356-6321; (E) 5355-5320.

1915 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321.

1919—(1 1/2 Ton, Bevel or M. & S. Diff.)—(F) Hy, 16670; (G & H) Hy, 26069-26064; (K) Hy, 26668.

1920-21 (15)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E) 307DR; (G & H) Hy, 16669; (I, O, FF, GG, KK & LL) Spec.; (J) 307DR; (K) Hy, 26668; (N) 309; (O) 205; (S, AA, BB) 307; (CC & DD) 305; (EE) 306.

1920-21 (20)—(A) Bk, 435; (B) Bk, 316; (F) 312DR; (G & H) 216; (J) 407; (K) 410DR; (O) 205; (P) 208; (Q, FF, KK & LL) Spec.; (AA) 209 and 310; (BB) 309DR; (CC) 306; (DD) 208; (EE) 309.

1920-21 (25)—(A) Bk, 4553; (B) Bk, 3360; (D & E) Bk, N215; (G & H) Bk, N217; (J & K) Bk, 537; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 310; (BB) 309DR; (CC) 306; (DD) 208; (EE) 309; (FF, KK & LL) Spec.

1920-21 (35)—(A) Bk, N312; (B) Bk, N308; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 598; (J) Bk, 312; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920-21 (50)—(A) Bk, N313; (B) Bk, N309; (C, FF, KK & LL) Spec.; (D, E, G & H) Bk, 779; (J & K) Bk, 6360-6323; (O) 205; (P) 308RT; (Q) 210RT; (AA) 209 and 311; (BB) 311DR; (CC) 406; (DD) 309; (EE) 409.

1920-21 (65)—(A) Bk, 435; (B) Bk, 316; (D & E) Bk, N212; (G & H) Bk, N215; (J & K) Bk, 539; (O) 205; (P) 208; (Q, FF, GG, KK & LL) Spec.; (AA) 209 and 309; (BB) 309DR; (CC) 306; (DD) 209; (EE) 309.

GRANT—1915 (Mod. M)—(A) 0305; (B) 0304; (AA) Hy, 17016; (BB) 0305.

1915-16 (Mods. T & V)—(D & E) 208; (J) 206; (K) 306; (O) 204; (AA) 208; (BB) 306.

1916-17-18—(D & E)—Bower, 208A; (G & H) Hy, 26216.

1917 (Mod. K)—(D & E) 208; (J) 206; (K) 306; (O) 204; (Q) 204; (AA) 208; (BB) 306.

1917 (Mod. Six G)—(A) Tim, 317-312; (B) Tim, 235-2330; (D & E) 208AX; (G & H) Hy, Radial 26216; (J) SR, 306; (K) DR, 307; (AA) 209; (BB) 306.

1918 (3 1/2 Ton)—(D) Tim, 420-413; (E) Tim, 319-313; (CC) Hy, 16950; (GG) Hy, 19107.

1918 (1 1/2 Ton)—(D) Tim, 4559-4520; (E) Tim, 3190-3120; (G & H) Tim, 355-3520; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306; (GG) Hy, 19107.

1918 (2 Ton)—(G) Tim, 375-3720; (H) Tim, 3762-3720; (J) Tim, 335-3320; (K) Tim, 4368-4320; (CC) Hy, 16950; (GG) Hy, 19107.

1919 (3 1/2 Ton)—(O) 205; (AA) 207DR; (BB) 305DR.

1919 (1 1/2 Ton)—(D) Tim, 4559-4520; (E) Tim, 3190-3120; (G & H) Tim, 355-3520; (J) Tim, 335-3320; (K) Tim, 417-412; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306; (FF) Hy, 16820; (GG) Hy, 29097.

1919 (15-16 2 Ton)—(O) 205; (AA) 308; (BB) 307; (DD) 305; (EE) 306.

1920 (H)—(A) Bk, 317; (B) Bk, 235; (F) 309; (G & H) Bk, 355; (J) Bk, 257; (K) Bk, 334; (P) 209; (Q, GG) Spec.

1920 (24-3 1/2 Ton)—(GG) Hy, 29097; (Auxiliary Shaft, Front and Rear) Hy, 16005.

GRAY (Tractor)—1919—(A & B) Tim, 385-383; (AA) 2-Hy, 17068; (G & H) 17064; (BB) 2-Hy, 17182 & 2-Hy, 17132; (DD & EE) Hy, 17068; (GG) 2 No. 206; (KK) 2 No. 205; (LL) 205.

GREAT EAGLE—1914-15 (10 Pass.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 375-3720; (G) 456-4520; (H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (Great Eagle)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

GREAT WESTERN—1915-16 (6-40)—(D & E) Hy, 16779; (G & H) Hy, 26252.

GRINNELL (Electric)—1916—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

H. C. S.—1920-21—(A) 418; (B) 257; (G & H) Bk, N211S; (CC) Hy, 16820; (DD & EE) Hy, 17779.

HACKETT—1917-18—(D & E) Hy, 16018; (G & H) Hy, 26063; (BB) 207; (CC) 305.

HAHN—1915-16-17 (C 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720 (1916 Mod. C) uses Tim. 456C-454 on L. H. Differential; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1915-16-17 (Mod. E-D 1 1/2-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (Mod. F)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (Mod. F 3 1/2-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.

1918 (3 1/2 Ton)—(D) Bower, 308N; (E) 306AL; (Jackshaft) 306AL; (AA) Hy, 27797; (DD & EE) Hy, 26972; (FF) Hy, 26956.

1919—Tim. Brgs. on all models (1 Ton)—(A) 419-412; (B & E) 3191-3120; (D) 4559-4520; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1919 (2 Ton)—(A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.

1920 (1 Ton)—(A) 419-412; (B) 3191-3120.

1920 (D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (E)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 5578E-5521; (AA) 337-3320; (BB, DD & EE) 335-3320.

1920 (F)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1920 (G)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1920 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

HAL—1916-17 (Mod. 21)—(O) 205; (AA) 210; (BB) 307; (CC) 210; (DD) 305; (EE) 306; (DD) Hy, 16497; (EE) Hy, 16497.

1917—(O) 205; (AA) 210; (BB) 307; (DD) 206; (EE) 306.

1918 (All Mod.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

HALL—1916 (3 1/2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (3 1/2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (3 1/2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 435-4320; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) 6550-6521; (E) 6354-6321; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 456-4520; (AA & BB) 357-353; (DD & EE) 339-333.

1917-18 (2 Ton)—(AA) Hy, 17026; (BB) Hy,

HALL—Continued

1920 (2 Ton)—(GG) Hy, 29097.
 1920 (3½ Ton)—Tim. Brgs.: (A) 4550-5520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6357E-6320; (AA) 419-412; (BB) 357-353; (DD & EE) 339-333; (GG) Hy, 29097.
 1920 (5 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (F) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Hy, 29097.

HALLIDAY—1919-20 (CC) Hy, 16950.

HAMLIN-HOLMES—1921—(C) (Outer Race) Hy, 33015; (Inner Race Roller) Hy, 02073; (C) 209; (D) Hy, 18295; (E) 305DR; (G) 0210R; (H) 0310R; (O) 202; (AA) 209; (BB) 307DR.

HANDLEY-KNIGHT—1921 (Mod. A) Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205; (Q, R, KK & LL) Spec.; (AA) 308; (BB) 307; (DD) 305; (EE) 306.

HANSON SIX—1920-21 (54.60)—Tim. Brgs. from A-K—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520; (J) 2785-2720; (K) 3381-3320; (O & CC) 205; (S) 308; (DD & EE) 305.

HARVARD—1916—(D & E) Hy, 16076; (G & H) Hy, 16076.

1917 (4-20)—(D & E) Hy, 16076; (G & H) Hy, 26269.

HARROUN—1917—(A) Tim, 257-2530; (B) Tim, 1751-1730; (F) 309; (G & H) Tim, 288-284; Ann, 0209; (J) Tim, 276-2720; (K) Tim, 3191-3120; Ann, 406; (AA) 207; (BB) 306.
 1920 (AA-2)—(O) 205; (A) 207DR; (BB) 305DR.

HARVEY—1917 (W-K 3 Ton, H 3½ Ton)—(D & E) Bower, 317NDT; Tim. Brgs.: (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917-18 (WKA 5 Ton)—(D & E) Bower, 319NDT.

1918 (2 Ton)—Tim. Brgs.: (A) 419-412; (BB) 357-353; (DD & EE) 339-333.

1918 (WFA 2½ Ton)—Tim. Brgs.: (AA) 419-412; (BB) 336-3320; (DD & EE) 339-3320.

1918 (WK 3 Ton)—(AA) 439-4320; (BB) Tim, 435-4320; (DD & EE) Tim, 415-412.

1920 (W-E 1½ Ton)—(A) 310DR; (B) 308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (AA & BB) 307; (DD) 305; (EE) 306.

1920 (W-FA 2½ Ton)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408; (O) 205.

1920 (W-HA 3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205.

HASSLER—1917 (Mod. C)—Right Hand Wheel End, Hy, 16080; Left Hand, 16079; (G) Hy, 16080; (H) Hy, 16079.

HATFIELD—1917 (Mod. 6)—(D & E) Bower, 208A.

HAWKEYE—1918 (L-2 Ton)—(F) Hy, 26662; (G & H) Hy, 26388; (K) Hy, 26777.

1917-18—(H & J-1½ Ton)—(D & E) Bower, 308NDT; (F) Hy, 16670; (G & H) Hy, 26069; (K) Hy, 26668.

1919-20 (K)—(A) Br, 206; (B) Br, 207; (D) Hy, 16670; (E, J, AA & BB) 307; (G & H) Hy, 26069; (I) 234; (K) Hy, 26668; (N) 308; (O) 205; (Q) 212; (CC) 304; (DD & EE) 306.

1919-20 (M)—(A) Br, 91; (B) Br, 581; (D) Hy, 26662; (E, N) 308; (G & H) Hy, 26067; (I) 53; (J) 307; (K) 26777; (O) 205; (Q) 212.

HAYNES—1916-17 (6 & 12)—(A) 308; (B) 305; (F) 311; (G & H) 210 WRT; (J) 305; (K) 307; (Q) 205; (AA) 209; (BB) 307; (DD) 305; (EE) 306.

1917 (Light C)—(A) 0307; (B) 0306; (F) 309; (G & H) 0209; (J) 0307; (K) 0308; (AA) 208; (BB) 306.

1918-19—(A) Gur, 308D PRT; (B) 305RT; (F) 211R; (G & H) 210W RT; (J) 305; (K) 307.

1919-20-21 (45, 46, 47, 48)—(A) 308DR; (B) 305RT; (F) 211DR; (G & H) 210; (I) 1510; (J) 307DR; (K) 305DR; (Q) 209 Spec.; (R) Spec.; (AA) 209; (BB) 307DR; (CC) Hy, 16953; (DD & EE) 306.

HEBB—1918-20 (Lincoln 1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120.

1918-20 (Washington 2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (AA) Tim, 419-412; (BB) Tim, 357-353; (DD & EE) Tim, 339-333.

HENDERSON BROS.—1916 (Mod. C-2)—Tim. Brgs.: (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320; (AA) 277-274; (BB) 339-333.

1916 (Mod. D)—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 339-333.

HENDERICKSON—1915-16-17 (D 1-Ton)—Tim. Brgs.: (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (K) 456C-454; (J & K) 539C-532.

1915-16 (1½, 2 Ton)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1917 (3½ Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1918—Tim. Brgs. from A-K on all models (D-1 Ton)—(A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (GG) Hy, 29097.

1918 (E-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (GG) Hy, 29097.

1918 (F-3½ Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (GG) Hy, 29097.

1920 (K-2 Ton)—(A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (GG) Hy, 29097.

1920 (J-4 Ton)—(A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320.

1920 (K-5 Ton)—(A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (GG) Hy, 29097.

HERFF BROOKS—1915—(A) Bower, 357T; (B) Bower, 315T; (G & H) Hy, 26216; (DD & EE) Hy, 17799.

HIGRADE—1919 (A-17-¾ Ton)—(GG) Hy, 29097.

1920 (A-18, 1 Ton, B-20, 1½ Ton)—(GG) Hy, 29095.

HOLLIER—1916 (F) 310; (G & H) 0310; Hy, 26226; (J) 0208; (K) 0308; (AA) 208; (DD) 206.

HOLMES—1919 (A) Tim, 415-412A; (B) Tim, 2382-2330; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306; (CC) 235.

1915 (Mod. 45)—(J) 0307; (K) 0407; (O) 0208; (AA) 1212; (BB) 307; (DD & EE) 1306.

1916 (Mod. 34)—(D & E) Hy, 16779; (G & H) Hy, 26056; (J) 0207; (K) 0307; (O) 0305; (BB) 307.

1916 (Mod. 68)—(A) 1308; (B) 1305; (D) 1310; (E) 1210; (J) 0207; (K) 0407; (O) 0305; (AA) 307.

1914 (Olympic 40)—(D & E) Hy, 16032 & 16792; (G & H) Hy, 26056; (J) ND 0207; (K) ND 0407.

1916 (348)—(A) Bower, 308AL; (B) Bower, 305AL; (D & E) Hy, 16779; (G & H) Hy, 26056.

1917 (3-49)—(D & E) Hy, 16779; (G & H) Hy, 26056; (J) 0208; (K) 0407; (O) 205; (E) 307 (Mod. 30)—(T) 309; (AA) 307; (BB) 305; (CC) 306.

(Mod. 32)—(J) 205; (K) 305; (A) 210; (BB) 307.

(Mod. 50, 51 & 52)—(A) 308; (BB) 307.

1918 (all)—(D & E) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 27797; (BB) Hy, 27899; (DD & EE) Hy, 26972; (FF) Hy, 26956.

1920 (All Mod.)—Tim. Brgs.: (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) B277-27; (B339-333).

HORNER—1913-14-15-16 (1 Ton)—Tim. Brgs.: (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE) 339-333.

1913-14-15-16 (1½, 2 Ton)—Tim. Brgs.: (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 357-353; (BB) 419-412; (DD & EE) 339-333.

1915 (5 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 3762-3720; (AA) 439-4320; (BB) 437-4320; (DD & EE) 415-412.

1916 (3 Ton)—Tim. Brgs.: (A) 5550-5520; (B & E) 5351-5329; (C) 5354-5320; (D) 6457-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K5354) 3520.

1916 (5 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520.

1917 (Mod. A)—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 365-363.

1917 (1 Ton)—Tim. Brgs.: (A & D) 3750-3720; (B & E) 3350-3320; (G & H) 3762-3720; (J & K) 3362-3320; (AA) 337-3329; (BB, DD & EE) 335-3320.

1917 (3 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (1½ & 2 Ton)—Tim. Brgs.: (A & D) 4550-4520; (B & E) 4361-4320; (G & H) 3762-3720; (J & K) 3362-3320; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (3 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 5351-5320; (G) 395-3920; (H) 5552-5520; (J) 3762-3720; (K) 4554-4520; (AA & BB) 337-3320; (DD & EE) 335-3320.

1917 (5 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G) 5552-5520; (H) 395-3920; (J) 4554-4520; (K) 454-4520; (AA) 439-4320; (BB) 335-3320; (DD & EE) 415-412.

1917 (5 Ton)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE) 415-412.

1917 (G 1-Ton)—Tim. Brgs.: (A) 3750-3720; (B) 3350-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (G 1½, 2-Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 337-3320; (DD & EE) 335-3320.

HOWARD—(Mod. 6)—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

HOWARD CO., A.—1917—(K) 307; (Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 305.

HUDSON—1915 (54.6-Cyl.)—Tim. Brgs.: (A) 418-412; (B) 316-312; (C) 3657B-3620; (D & E) 375-3720; (G) 375T-3720; (H) 455-453; (J) 375-3720; (K) 4367-4320; (AA) Ann, 211; (BB) Ann, 308; (DD & EE) 306.

1955-16 (G-6-40)—Tim. Brgs.: (A) 337-3320; (B) 236-2330; (D) 439T-4320; (E) 375-3720; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) Bower, 210; Hy, 17026; (BB) Bower, 307; Hy, 16684; (DD) Hy, 16506; (EE) Bower, N305; Hy, 16506; (FF) Hy, 16820.

1917 (Super 6-H)—(A) Tim, 337-3320 or 3381-3320; (B) Tim, 236-2330 or 2883-2330; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy, 17026; (BB) Hy, 16684; (DD) Hy, 16506; (EE) Hy, 16506; (FF) Hy, 16820.

1918 (Super 6-J & 4-J)—(A) Tim, 415-412; (B) Tim, 2382-2330; (D & E) Tim, 485T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (AA) Hy, 17026; (BB) Hy, 16684; (DD) Hy, 16506; (EE) Hy, 16506; (FF) Hy, 16820.

1919—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2330; (D) 458T-454; (G & H) 375T; (J) 317-312; (K) 439T-432; (AA) Hy, 17026; (BB) Hy, 16684; (CC, FF) Hy, 16820; (DD & EE) Hy, 16506; (Generator) Hy, 620002.

1920—Tim. Brgs. from A-K; (A) 415-412A; (B) 315-312; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) Hy, 47026; (BB) Hy, 46684; (CC & FF) Hy, 16820; (DD & EE) Hy, 16506; (Generator) Hy, 620002.

HUFFMAN—1918 (2 Ton)—Tim. Brgs. from A-K; (A) 435-4320; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.

1920-21 (B, C-1½ Ton)—Tim. Brgs. from A-K; (A) 435-4320; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920-21 (6)—(A) Br, 366TXL; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

HUPMOBILE—1915 ("H T")—(G & H) Hy, 26991; (BB) Hy, 16995; (DD) Hy, 16993; (EE) Hy, 16994.

1916-17 (Mod. N)—(A) Tim, 277-274; (B) Tim, 237-233; (F) 310; (G & H) 0210; (J) 1306; (K) 1406; (A) 0211 (on wire wheels use Tim, 318-314 on Front Axle); (DD) Hy, 16993; (EE) Hy, 16994.

(Mod. H-HA)—(AA) 305; (DD & EE) Hy, 16993 & 16994; (G) ND 03.

(Mod. N-K)—(A) 305; (B) 208; (F) Mod. K210D Mod. N310RT; (G & H) 210WS; (J) 306D; (K) 406RT; (Q) 213HS; (AA & BB) 213; (DD) Hy, 16993; (EE) Hy, 16994.

1917 (F) 0308; (G & H) 0210; (K) 407; (DD) Hy, 16993; (EE) Hy, 16994.

1918-19 (Mod. R)—(D & E) Hy, 16691; (G & H) Hy, 26401; (J) 316; (K) 334.

1920—(D & E) Hy, 46619; (G & H) Hy, 26401; (J) 316; (K) 334; (DD & EE) Hy, 26972.

HURLBURT—1917 (1½ Ton)—Tim. Brgs.: (AA) 337-33

INDIANA—Continued

1919 (20-2 Ton)—(A) 310DR; (B) 309DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308.
 1919-20 (35-3 1/2 Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308.
 1919 (50-5 Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 219DR; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308.
 1920-21 (12-1 1/2 Ton)—(A) Bk, N308DR; (B) Bk, N307DR; (F) 311DR; (G & H) 215DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16561.
 1920-21 (20-2 Ton)—(A) Bk, N310DR; (B) Bk, N308DR; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (Clutch Housing, Rear) 308.
 1920-21 (25-2 1/2 Ton)—(A) Bk, N310DR; (B) Bk, N308DR; (F) 314DR; (G & H) 217DR; (O) 205; (Clutch Housing, Rear) 308.
 1920-21 (50-5 Ton)—(A) Bk, 312DR; (B) Bk, 311DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Clutch Housing, Rear) 308; (HH) Hy, 27095.

INTERNATIONAL HARVESTER—1915-16 (N. E. 1,500 lbs.)—Tim. Brgs.; (A) 2760-2720; (B) 2150-2120; (D) 3554-3520; (E) 3156-3120.
 1916-17 (1,500-2,000 lbs.)—Tim. Brgs.; (A) 419-412; (B) 317-312; (D) Bower, 309N; Hy, 16667; (E) Bower, 306N; Hy, 16667; (Jackshaft) Bower, 306NDT; (G & H) Hy, 16667; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
 1917-18 (K-1 1/2, G-2 Ton)—(D & E) Hy, 26662; (G & H) Hy, 16667.
 1918-19 (H-1 1/2, F-1 Ton)—(D & E) Hy, 16667; (G & H) Hy, 16667.
 1919 (3 1/2 Ton)—(D) Hy, 56756; (E) Hy, 47893; (G & H) Hy, 27884.

INTERNATIONAL (Truck)—1914 (S 2nd Ser.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4550-4520; (E) 4361-4320.
 1914 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D) 4550-4520; (E) 4361-4320.
 1914 (1 1/2, 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (C) 443-4320.
 1914 (T 3 1/2 Ton)—Tim. Brgs.; (A) 5557-5520; (B) 4367-4320; (D) 6552-6521; (E) 6354-6321.
 1915 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
 1915 (AB 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
 1916 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 4553-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (AB 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
 1916 (AB 1 1/2-Ton Chain)—Tim. Brgs.; (A & D) 4558-4520; (B) 3360-3320; (C) 341-3320; (E) 4361-4320; (G & H) 395-3920; (J) 3752-2720; (K) 3554-3520; (AA, BB, DD & EE) 335-3320; (GG) 1550-1530.
 1916 (AC 3 1/2-Ton)—Tim. Brgs.; (A) 5556-5520; (B & E) 5355-5320; (D) 6356-6321; (G & H) 5557-5520; (J) 3360-3320; (K) 3362-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320.
 1916 (AC 5 1/2-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5557-5520; (K) 3360-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320.

1917 (AB 1-Ton Chain)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4361-432; (G & H) 395-3920; (J) 2753-2720; (K) 3554-3520; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (AB 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (AB 1 1/2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J) 235-2330; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 1550-1530.

1917 (AC 5 1/2, 7 1/2 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (DD & EE) 5355-5320; (GG) 1550-1530.

1918 (A, B, 1 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (A, B, 1 1/2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) 305; (Q) 209RT; (AA) 337-3320; (BB, DD & EE) 335-3320; (GG) 550-530.

1918 (A, C, 3 1/2 Ton)—Tim. Brgs.; (A) 5556-5520; (B, E, DD & EE) 5355-5320; (D) 6356-6321; (G, H, & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530; (Generator) 235-2330.

1918 (A, C, 5 1/2, 7 1/2 Ton)—Tim. Brgs.; (A) 6356-6321; (B, DD & EE) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & K) 5557-5520; (J) 3360-3320; (AA) 455-4520; (BB) 539-532; (GG) 550-530.

1920 (A, B, 1 1/2, 2 1/2 Ton Worm Drive)—Tim. Brgs.; (A) 4550-4520; (B) 3556-3520; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 557E-5521; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (A, B, 1 1/2 Ton Chain Drive)—Tim. Brgs.; (A & D) 4550-4520; (B) 3556-3520; (E) 4361-4320; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4320; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (AB, 2 Ton Chain Drive)—Tim. Brgs.; (A) 4550-4520; (B) 3556-3520; (D) 5550-5520; (E) 5355-5320; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4320; (Motor Cross Shaft R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (AB, 1 1/2, 2, 2 1/2 Ton Dual Reduction)—Tim. Brgs.; (A) 4550-4520; (B) 3556-3520; (D & E) 5557-5520; (G & H) 5557-5520; (J) 3951-3920; (K & Reduction Shaft, R. & L. Hand) 4553-4520; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA & BB) 357-353; (DD & EE) 339-333.

1920 (AC, 3 1/2 Ton Chain Drive)—Tim. Brgs.; (A & D) 6356-6321; (B, E, DD & EE) 5355-5320; (G, H & J) 5557-5520; (K) 3360-3320; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA) 455-4520; (BB) 539-532; (Reverse Shaft, F. & R.) 3362-3320; (GG) 1550-1530.

1920 (AC, 5, 6, 7 1/2 Ton Chain Drive)—Tim. Brgs.; (A) 6356-6321; (B, DD & EE) 5355-5320; (D) 6550-6521; (E) 6354-6321; (G, H & J) 5557-5520; (K) 3360-3320; (Motor Cross Shaft, R. & L. Hand) 235-2330; (AA) 455-4520; (BB) 539-532; (Reverse Shaft, F. & R.) 3362-3320; (GG) 1550-1530.

INTERSTATE—1915-16 (Mod. T-TR)—(D & E) Hy, 16779; (G & H) Hy, 26252; (I) Hy, 16352; (AA) SR 206; Hy, 26518; (BB) SR 307; (DD & EE) 206.

1918 (T Series)—(D & E) Hy, 16779; (G & H) Hy, 26252; (AA) Hy, 26518.

1917-18 (850 lbs. Del.)—(D & E) Hy, 16779; (G & H) Hy, 26252; (AA) Hy, 26518.

1916-17 (BB) 307; (DD & EE) 206.

JACKSON—1914-15 (43-48)—(D) 310; (E) 210; (J) 0207; (K) 30407; (O) 0305; (AA) 2126 (BB) 307.

1914—(F) 312; (G & H) 212; (J) 311; (K) 308.

1920-21 (6-38)—(A) Br, 336-TXL; (B) Br, 236-TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883.

JACKSON (Truck)—1920 (4-WD)—(A, B, D & E) Tim, 749-742; (G & H) Tim, 366-363; (CC) Hy, 27988.

JEFFREY—1914-15 (Four-93)—(D) 309; (E) 209; (G & H) ND. 0211; (J) 0208; (K) 0308; (AA) 1210; (BB) 208; (DD & EE) 306.

1915-16 (Chesterfield 6-22)—(D) 309; (E) 209; (G & H) 309, ND. 0309; (J) 306; (K) 1307; (M) 2107; (O) Hy, 16828; (AA) 210; (BB) 208; (CC) Hy, (DD & EE) 306; (GG) 203.

6-48 No. 23)—(D) 309; (E) 209; (G & H) 309; (J) 407; (K) 405; (O) Hy, 16987; (U) ND. 305; (AA) 210; (BB) 208; (DD & EE) 306; (GG) ND. 03; (HH) 205.

1916-17 (4-72)—(O) 205.

1915-16-17 (462, 472, 661, 671)—(O) 205; (Q) Brg. Co. of Amer., 776A; (GG) 302.

JEFFERY QYAD—1915 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (J) 355-3520; (K) 315-312.

1916 (1 1/2 Ton)—(D & E) Hy, 26665; (G & H) Hy, 26057; (K) Hy, 26777.

1916-17 (Quad 2-Ton)—Tim. Brgs.; (A & D) 5563-5520; (B & E) 4361-4320; (C) 443-4320; (G) 462-4520; (H) 397-393; (J) 357-353; (K) 420-414.

1916-17 (Quad 3-Ton)—Tim. Brgs.; (A & D) 6355-6320; (B & E) 5355-5320; (C) 5354-5320; (G & H) 462-452; (J) 419-412; (K) 3196-3120.

JONES—1916-17-18 (6)—(D & E) Hy, 16691; (G & H) Hy, 26062; (AA) Hy, 27797; (BB)-Hy, 27899; (DD & EE) 26972; (FF) Hy, 26956.

1918 (1 Ton)—(H) Hy, 26219; (AA) Hy, 27791; (DD) Hy, 17014; (EE) 16506.

1918 (2 Ton)—(G) Hy, 26084; (H) Hy, 26085; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16561.

1919 (1 Ton)—(G) Hy, 26219; (AA) Hy, 27797.

1920 (2550 F, R)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210; (K) Bk, 3191-3110; (J) Bk, N308.

1920 (3070 F-R)—(A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, N210; (K) Bk, N307; (J) Bk, 537-53.

JORDAN—1917 (Mod. B)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-413; (O) ND. 1205; (BB) ND. 1307.

1918 (C)—Tim. Brgs. from A-K—(A) 415-412; (B) 2382-2330; (D) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) 205; (AA) 208DR.

1919 (F)—Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 377-3720; (J) 3196-312; (K) 439T-432; (O) 205; (P) 308; (Q) 210; (AA) 208DR; (BB) 307; (DD & EE) 305; (KK & LL) Spec.

1920 (F)—Tim. Brgs. from A-K—(A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 377-3720; (J) 3196-312; (K) 439T-432; (O) 205; (P) 308; (Q), AA) 210; (BB) 307; (DD & EE) 305; (KK & LL) Spec.

1920 (M)—Tim. Brgs. from A-K—(A) 317-312; (B) 2687-2620; (F) 415T-412A; (G & H) 359S-3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (P, Q & AA) 210; (BB) 307; (KK & LL) Spec.

KALAMAZOO—1920-21 (G)—(A) Tim, 3762-3720; (B) 3360-3320; (F) B. 311DR; (G & H) 213; (J) 407; (M) 5407DR; (O) 205; (P) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C-2785.

1920-21 (H)—(A) SRB. N310; (B) SRB. N308; (F) 3141; (G & H) 217; (J) 408; (M) 408-3107D; (O) 205; (P) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785.

1920-21 (K)—(A) N312; (B) N311; (F) 317; (G) 219; (I) 918; (J) 409; (M) 410-3110D; (O) 205; (P) 208; (Q) 620 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785.

KANKAKEE—1919-20 (E, P)—(A) Tim, 4554; (B) Tim, 3360; (D) Br, S-20; (E) Br, S-19; (G) Hy, TR. 34; (H) Hy, TR-38; (J) Hy, 3-D-TR; (K) Hy, TR-8; (N) 307; (O) 205; (P) 211; (Q) 3806; (S & AA) 4001; (BB) 307; (DD & EE) 17783; (GG) C1161; (K) HA-48.

KEARNS—1918 (D 1/2 Ton)—(D & E) Bower, 208A.

1920 (H 1/2, N, 1/2 Ton)—(CC) Hy, 16950.

KEELAND ELEC. TRUCK—1919 (A, B)—Tim. Brgs.; (A & D) 3750-3720; (B & E) 3350-3320.

1919 (D)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4361-4320; (Sprocket Shaft) 375-3720.

KELLY-SPRINGFIELD—1915 (O-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 3955-3920.

(K 36)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (C) Tim, 443-4320; (E) Bower, 316N; (G & H) Tim, 5756-5720; (J & K) Tim, 559-552; (N) Dr. Shaft Hy, 16969; (AA) Hy, 26537; (BB) Hy, 26697; (CC) K-128 Covert; (DD & EE) Hy, 16698; (G) 820 & 2360 SKF.

(K 40 & 45)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Fen-31 Std. Roller; (D) Tim, 6356-6321; (E) Tim, 5355-5320; (G & H) Tim, 3955-3920; (J) Tim, 4364-4320; (N) Hy, 16979; (AA) Hy, 57889; (BB) Hy, 57896; (CC) K-128 Covert; (DD & EE) Hy, 16748; (FF) K-106A Covert.

(K 50 & 60)—(A) Tim, 5550-5520; (G) Tim, 5311-5320; (C) Fen-31 Std. Roller; (D) Tim, 6554-6521; (E) Tim, 6359-63210 (G & H) Tim, 3955-3920; (J) Tim, 4354-5320; (N) Dr. Shaft Hy, 16979; (AA) Hy, 56493; (BB) Hy, 56687; (CC) F-128 Covert; (DD & EE) Hy, 16686; (FF) F-106A Covert.

1916-17-18 (K-31 1/2 Ton)—(A) Bower, 5351T; (B) Bower, 3360T; (D) Bower, 3958T; (E) Bower, 3556T; (G & H) Hy, 26056; (H) Hy, 16516; (GG) 205-303.

1917-18 (K-32 1/2 Ton)—(F) Bower, 314NDT.

1917-18 (K-36 2 1/2 Ton)—(F) Bower, 316NDT.

1920-21 (K31, 1 1/2 Ton)—(A) Br, 5351T; (B) Br, 3360T; (D) Br, 3958T; (E) Br, 3556T; (G, H & Jackshaft, Inner and Outer) Hy, 26056; (M & N) Hy, 26827; (AA) Hy, 26733; (BB) Hy, 27794; (CC) Covert, G1-128; (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K32, 1 1/2 Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H and Jackshaft, Inner and Outer) Tim, 6453-6420; (L & M) Tim, 539-532; (N) Hy, 26827; (AA) Hy, 26733; (BB) 27794; (CC) Covert G1-128; (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K32, 1 1/2 Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) 312DR; (G, H & Jackshaft, Inner and Outer) 216DR; (L) 407; (M) 410DR; (N) Hy, 26827; (AA) Hy, 26733; (BB) Hy, 27794; (CC) Covert, G1-128; (DD & EE) Hy, 16516; (GG) 205-303.

1920-21 (K34, 1 1/2 Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) 312DR; (G, H & X Jackshaft, Inner & Outer) 216DR; (L) 407; (M) 410DR; (N) Hy, 26827; (O) 205; (AA, DD & EE) 308; (BB) 212; (CC) Covert G1-128; (GG) 205-303.

1920-21 (K34, 1 1/2 Ton)—(A) Br, 5351T; (B) Br, 3360T; (F) Br, 314N; (G, H & X Jackshaft, Inner and Outer) Tim, 6453-6420; (L & R) Tim, 539-532; (O) 205; (AA, DD & EE) 308; (BB) 212; (CC) Covert G1-128; (GG) 205-303.

1920-21 (

KIMBALL—1919-20-21 (A, 1½, AB 2 Ton)—(A) Bk. 310; (B) Bk. 308; (C) A-392; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim. 337-3320; (BB) Tim. 339-333; (CC) 306; (DD & EE) Tim. 319-313; (GG) Hy. 27097; (KK & LL) Spec.

1919 (2 Ton)—(A) Bk. 309; (B) Bk. 308; (C) A-392; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim. 339-333; (CC) 306; (DD & EE) Tim. 319-313; (GG) Hy. 27097; (KK & LL) Spec.

1919-20-21 (C2½, AC2½, K3, AK3 Ton)—(A) Bk. 310; (B) Bk. 309; (C) A-392; (F) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim. 339-3320 and 419-3520; (BB) Tim. 357-353; (CC) 306; (DD & EE) Tim. 339-333; (GG) Hy. 27097; (KK & LL) Spec.

1919-20-21 (E4, AE4 Ton)—(A) Bk. 312; (B) Bk. 311; (C) A-415; (F) 317DR; (G & H) 219-918; (J) 409; (K) 410; (M) 3110-D or 1718-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim. 439-4320; (BB) Tim. 435-4320; (CC) 335; (DD & EE) Tim. 415-412; (GG) Hy. 27097; (KK & LL) Spec.

1919-20-21 (F5, AF5 Ton)—(A) Bk. 312; (B) Bk. 311; (C) A-415; (F) 319DR; (G & H) 219-918; (J) 409; (K) 410; (M) 3110-D or 1718-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim. 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy. 27097; (KK & LL) Spec.

KING—1915 (Mod. C)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. 0210; (J) ND0306; (K) ND 0406; (O) 205; (AA) Hy. 17024; (BB) Hy. 15562; (DD & EE) Hy. 16506.

(Mod. B)—(A) Bock, 418; (B) Bock, 235; (D & E) 310; (K) DR. 407; (O) 205; (AA) Hy. 17024; SR 308; (BB) Hy. 16562; SR 307; (CC) 304; (DD & EE) Hy. 16506.

1915-16 (Mod. D)—(A) Bock, 418; (B) Bock, 235; (D, E & F) 310; (G & H) ND. 0210; Gurney, 210W; (J) ND 0306; (K) 406; (O) 205; (AA) Hy. 17024; (BB) Hy. 16562; (DD & EE) Hy. 16506.

1916-17 (Mod. E)—(A) Bock, 418; (B) Bock, 235; (D & E) 310RT; (G & H) 210RT; (J) DR 306; (K) 406 Radial; (O) 1205; (AA) Hy. 17024; (BB) Hy. 16684; (GG) 445 & 492.

1918-19 (Mod. F)—(A) Bk. 418; (B) Bk. 417; (C) A-415; (F) 319DR; (G & H) 219-918; (J) 409; (K) 410; (M) 3110-D or 1718-D; (O) 205; (P) 208DR; (Q) Gur. 209; (AA) Tim. 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy. 27097; (KK & LL) Spec.

KISSEL—1913-15 (L-D13, H13-14, 6-42 & 4-36)—(A) Tim. 2760-2720; (B) Tim. 2650-2620; (D & E) Tim. 3762-3720; (G & H) Tim. 3757-3720; (J & K) Tim. 3158-3120; (N) 307; (O) 205; 205; (AA) 306; (CC) 307.

1915 (O) 205; (AA) 211; (BB) 307.

1916 (1½ Ton)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D & E) 4553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (4-36, 6-42, 4-30)—(A) Tim. 337-3320; (B) Tim. 236-2320; (D & E) Tim. 375-3720; (G & H) Tim. 3757-3720; (J & K) Tim. 3158-3120; (O) 205; (AA) 210; (BB) 307; (DD & EE) Hy. 17799.

1917 (½ Ton, 100 Point Six-42)—(A) Tim. 337-3320; (B) Tim. 236-2330; (D & E) Tim. 375-3720; (G & H) Tim. 3757-3720; (J & K) Tim. 3158-3120; (N) 307; (O) 205; (AA) 210; (BB & CC) 307.

(G & H) 559-552; (J & K) 539-532.

1917-18 (1½ Ton)—(A) Bower, 308; (B) Bower, 307; (DD & EE) Hy. 17799.

1917-18 (3½ Ton)—(F) Bower, 317NDT.

1917-18 (6-42-Double 6)—(DD & EE) Hy. 17799.

1917-18 (6-42-Double 6)—(DD & EE) Hy. 17012.

1919 (100 pts. six)—(A) Bk. N308; (B) Bk. N307.

1919-20-21 (G.U.)—(A) Bk. N312; (B) Bk. N311.

1919-20-21 (H.D.)—(A) Bk. N312; (B) Bk. N311.

KLEIBER—1916 (1 Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (1½ Ton)—Tim. Brs.; (A) 337-3320; (BB, DD & EE) 335-3320.

1916 (2½ Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 250-2520; (K) 415-412.

1916 (3 Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6551-6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1916 (3½ Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320; (AA & BB) 440-4320; (DD & EE) 415-412.

1917 (Mod. A)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 415-412; (DD & EE) 335-3320.

1917 (Mod. A)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E, G & H) 5755-5720; (J & K) 559-552; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412.

1917 (Mod. C)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (G & H) 477-473; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1919 (1 Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 205; (BB) 277; (CC) 235; (DD & EE) 306-303; (GG) Hy. R.H. 2909.

1919 (1½ Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 204; (P) 307; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC) 306; (DD & EE) 339-3320; (GG) Hy. R. H. 2909.

1919 (2 Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 204; (P) 308; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC) 306; (DD & EE) 339-3320; (GG) Hy. R. H. 2909.

1919 (2½ Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539D-532; (O) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy. R. H. 2909.

1919 (3½ Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559E-552; (K) 6375E-6323; (O) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy. R. H. 2909.

1919-20 (5 Ton)—Tim. Brs.; (A) 5550-5520; (B) 5351-5320; (C) 5554B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6321; (O) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy. R. H. 2909.

1920 (1 Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (O) 205; (BB) 207; (CC) 235; (DD & EE) 306-303; (GG) Hy. R. H. 2909.

1920 (1½ Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (O) 204; (P) 307; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC) 306; (DD & EE) 339-3320; (GG) Hy. R. H. 2909.

1920 (2 Ton)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 204; (P) 307; (Q) 209DR; (AA) 336-3320; (BB) 419-412; (CC) 306; (DD & EE) 339-3320; (GG) Hy. R. H. 2909.

1920 (2½ Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5557-5520; (G & H) 559-552; (J) 5578E-5521; (K) 539E-532; (O) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy. R. H. 2909.

1920 (3½ Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 6375E-6323; (K) 559-552; (O) 305; (P) 308; (Q) 210DR; (AA & BB) 439-4320; (CC) 335; (DD & EE) 415-412; (GG) Hy. R. H. 2909.

KLING KAR—1916 (Mod. 6-36E)—(D & E) Bower, 209; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

1917 (Mod. 6-38F)—(A) Bower, 307N; (B) Bower, 305AL; (D & E) Bower, 209; (G) Bower, 209A; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

1918 (Mod. 6-38 G-A)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (H) 209; (J) 306; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

1919 (Mod. 6-42-H)—(A) Bower, 305; (B) Bower, 307; (D & E) Bower, 209; (H) 209; (J) 308; (K) 406; (O) 205; (AA) 210; (CC) 307; (DD) 206; (EE) 306.

1919-20-21 (6-55, K)—(A & J) Bk. N307; (B) Bk. N305; (D & E) Bk. N207; (G & H) Bk. 336; (K) Bk. 315.

1919 (6-38)—(CC) Hy. 16820; (EE) Hy. 16950; (GG) Hy. 29097.

1920 (6-55, J)—(O) 205; (AA) 308; (BB) 307; (CC) Hy. 16950; (DD & EE) 305; (GG) Hy. 29097.

1920 (2550F, R)—(A) Bk. N307; (B) Bk. N305; (D & E) Bk. 276-27; (G & H) Bk. N210; (J) Bk. 3191-3110; (K) Bk. N308.

KNOX—1914 (Mod. 31)—Tim. Brs.; (A & B) 3762-3720; (D) 6356-6321; (E) 5355-5320.

1914 (Mods. 35 & 36, Tractor 35)—(A) Tim. 455-4520; (B) Tim. 3360-3320; (C) Tim. 436-4320; (D) Tim. 6550-6521; (E) Tim. 6354-6321; (G) S.R.O. 365-D.R. 217; (H) S.R.O. 365D or D.R. 215; (I) SKF. 915; (J) 1307; (K) 313; (AA) S.R.O. 362D or N.D.212; (BB) S.R.O. 306 or D.R. 307; (CC) S.R.O. 312D or 306 or D.R. 313 & 307; (DD) X.R.O. 336 or 408; (EE) S.R.O. 335D or D.R. 407; (GG) A204.

1914 (2 Ton)—(G, H & K) 312; (AA & BB) 309; (CC) 306; (DD & EE) 307.

1915-17-18 (Mod. 35)—Tim. Brs.; (A) 445-4520; (B) 3360-3320; (C) 436-4320; (D) 6550-6521; (E) 6354-6321.

KOEHLER—1917-18 (K 1½ Ton)—(D) Bower, 309N; (E) Bower, 306N; (Jackshaft) Bower, 306N.

1918 (KT 3 Ton)—(D) Bower, 311N; (E) Bower, 311N.

1918 (C, 1½ Ton)—Tim. Brs.; (A) 3362-3320; (B) 2362-2320; (D) 435-4320; (E) 3191-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412; (O) 205; (AA) 204; (BB) 306; (GG) Hy. 29097.

1918 (M 2½ Ton)—Tim. Brs.; (A) 4554-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-313; (GG) Hy. 29097.

1919 (K, 1½ Ton)—(D) 309DR; (E) 306DR; (G & H) Tim. 559-552; (O) 205; (AA) 207; (BB) 306.

1920 (M)—Tim. Brs.; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (CC) Hy. 29097.

1920 (C 1½ Ton)—(D) 309DR; (E) 306DR; (O) 205; (AA) 204; (BB) 306; (GG) Hy. 29097.

KREBS—1915 (Mod. F)—Tim. Brs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (Mod. G)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA & BB) 335-3320; (DD & EE) 316-312.

1915 (Mod. H)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (BB) 357-353; (DD & EE) 339-333.

1916 (Mod. G, H & T)—(AA & BB) Tim. 357-353; (DD & EE) Tim. 339-333.

1916 (Mod. L 90-80)—Tim. Brs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 440-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (Mod. 35)—Tim. Brs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 344-333; (BB) 339-333; (DD & EE) 319-313.

1917 (Mod. 60)—Tim. Brs.; (A) 4550-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 419-412; (BB) 357-353; (DD & EE) 339-333.

1917 (90 3½ Ton)—Tim. Brs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

L. M. C.—1920 (2-20, 2 ½ Ton)—(G) Hy. 26084; (H) Hy. 26085; (GG) Hy. 29097.

LAFAYETTE—1921 (134)—(A) Tim. 447-432; (B) Tim. 316-312; (C) Tim. 3659-3620; (D & E) Tim. 385-383; (G & H) Tim. 462-453; (J) Tim. 439-432; (K) Tim. 415-412A; (O) 206; (P, BB) 309; (R) Spec.; (CC) Hy. 16942; (DD & EE) Hy. 17989; (KK & LL) U. S. 12C.

LAMSON—1918 (2½ Ton)—(F) Bower, 314NDT.

1918 (3½ Ton)—(F) Bower, 317NDT.

1918 (5 Ton)—(F) Bower, 319NDT.

LANE—1918 (Mod. F 1½ Ton)—(A) Bower, 308N; (B) Bower, 307N.

1918 (Mod. C 3½ Ton)—(F) Bower, 317NDT; (AA) Hy. 26557; (BB) Hy. 26697; (DD & EE) Hy. 16698.

1918 (B 2½ Ton)—(AA) Hy. 27794; (BB) Hy. 26733; (DD & EE) Hy. 16516.

LANGE—1920 (D-2 Ton)—(CC) Hy. 27077; (FF) Hy. 27978.

LARRABEE—1919-20-21 (U 1½ Ton)—(A) Bk. N308; (B) Bk. N307.

LIPPARD-STEWART—Continued

1915 (F-G)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D, E, J & K) 5553-5520; (G & H) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.
 1915-17 (H 1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.
 1916-17 (M-1,000 lb.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375-3720; (J & K) 4365-4320; (AA) 337-3320; (AA) Hy, 26518; (BB) Hy, 27899; (DD & EE) 316-312; Hy, 26972; (FF) Hy, 26956.
 1916 (Mod. W)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (DD & EE) 316-312.
 1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 365-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
 1917 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

LITTLE GIANT—1915 (Mods. 1 & 2)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3656B-3620; (D) Tim, 462-4520; (E) Tim, 375-3720; (G) Tim, 559C-552; (H) Tim, 456C-454; (J & K) Tim, 539C-532; (O) 208; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) 306.

1915 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-453; (AA) Ann, 221; (BB) Ann, 307; (DD) Hy, X4002; (EE) Hy, 16820; (GG) Oakes C1501 & 1502.
 1916 (Mod. 3)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 553-5520; (O) Ann, 306; (P) Ann, 304; (S) Ann, 307; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
 1917 (Mod. 1)—Tim. Brgs.; (A) 4550-4520; (B) 3360-3320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (AA) 222; (BB) 309; (CC) 212; (DD & EE) 308; (GG) Oakes X1610, 14 balls.
 1917 (Mod. 15, 2 Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (C) 3656B-3620; (D) 642-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 277-274; (BB) 339-333; (DD & EE) Hy, 17799.
 1917 (Mod. 16, 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; Hy, 17026; (BB) 335-3320; Hy, 16684; (DD & EE) 316-312; Hy, 16506.
 1918 (H 1½ Ton)—(D) Bower, 4553T; (E) Bower, 3554T.

LOCOMOBILE—1909 (Mods. 1-2)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (DD & EE) 307.

1909 (Mod. 1-3)—(A) 309; (B) 405; (D) 309; (E) 405; (AA) 211; (BB) 308; (DD & EE) 307.
 1909-10 (L-1, 2)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 310; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
 1911 (L-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
 1912 (L-4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 204.
 1911 (M-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 310; (J) 309; (K) 408; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
 1912 (M-2R-1)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 301; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 202 & 203.
 1909-10-11-12 (Pleas.)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
 1912-13-14 (5 Tons)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321; (G & H) 6552-6521; (AA) 5557-5520.
 1913-14-15 (M-3-4, R-2-3, L-5)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 212; (G & H) 310; (J) 311; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-204.
 1915 (M-5, R-3)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 312; (K) 411; (AA) 209; (BB) 308; (DD & EE) 307; (GG) 2-303.
 1915-16-17 (3 & 4 Ton B-BB)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6550-6520; (E) 5755-5720; (AA) 309; (DD & EE) Ann, 308; (GG) Ann, 303 & Traf. 8303.
 1915 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (J) 209; (K) 308; (L) 110; (M) 113; (N) 304; (O) Mod. M-305, Mod. R-304; (DD & EE) 307; (GG) 303.
 1916 (M-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
 1916 (Little 6-R, Big 6-M)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
 1916 (R-6)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
 1917 (M-7, R-7)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 312; (K) 413; (J) D.R. 311; (K) 412; (N) 304; (O) 307; (P) 210; (AA) 211; (BB) 308; (CC) 211; (DD & EE) 307; (GG) DR. 303.
 (Mod. M-8, R-8)—(A) Tim, 3554-3520; (B) Tim, 3360-3320.
 (Mod. A Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) Tim, 6354-6320; (AA) 411; (BB) 113.
 (Mod. AA Truck)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6550-6521; (E) Tim, 6453-6420; (AA) 411; (BB) 113.
 (Mod. E-1, 2, 3, 4)—(A) Tim, 3554-3520; (B) Tim, 3360-3320; (D) 311; (E) 211; (G & H) 312; (J) 311; (K) 412; (AA) 211; (BB) 305; (DD & EE) 307; (GG) 303.
 1919 (M-48)—(D & J) 311; (E, AA & CC) 211; (G & H) 312; (K) 412; (O, DD & EE) 307; (Q) 210RT; (BB) 306; (GG) 303.

LONG ISLAND (Truck)—1914 (4,000 lbs.)—Tim. Brgs.; (A) 4550-4520; (B) 5351-5320; (C) 443-4320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532.
 1914 (7,500 lbs.)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (J) 336-3320; (K) 435-4320.

LORRAINE—1920 (2050-F)—(A) Bk, 317-31; (B) Bk, 235-23.

LOUISIANA—1921—(A) Br, 336TX; (B) Br, 236TX; (C, Q, KK & LL) Spec.; (D) 311DR; (G, H & I); Tim. 366-363; (J) 307DR; (K) Hy, 57883; (O) 205; (P, AA) 210; (BB) 307; (CC) Hy, 16828; (DD) 305; (EE) 306; (GG) Hy, 577-600.

LOZIER—1911-12 (22-51)—(A) Tim, 460-4520; (B) Tim, 417-412.

1913 (Mod. 72)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 311; (J) 207; (K) 310; (Q) 305; (A) 308; (BB) 210; (DD) 306; (EE) 403; (GG) 301 & 201.
 1914 (77-82-84)—(A) Tim, 419-412 N.D. 0406; (B) Tim, 316-312 N.D. 0409; (C) Tim, 3656B-3620; (D & E) Tim, 375-3720; (G) Tim, 456-454; (H) Tim, 559-552; (J) Tim, 439-4320; N.D. 308; (K) Tim, 539-532, 408; (Q) 305; (AA) Tim, 385-383; (BB) Tim, 339-3320; (CC) 305; (GD & EE) 307; (GG) 201 & 201.
 1915 (4-34)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3722; (G) 456-454; (H) 559-552; (J) 461T-454; (K) 415T-412; (AA) 385-383; (BB) 339-3320.
 1915 (Mod. 77)—(A) 306; (B) 309; (D) 310; (E) 210; (G & H) 312; (J) 307; (K) 407; (Q) 305; (A) 308; (BB, DD & EE) 307; (CC) 305; (GG) 201 & 201.
 1917 (All Mods.)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

LUEDINGHAUS—1919 (1½ Ton)—(A) Tim, 435; (B) Tim, 3191; (F) 311DR; (G & H) 213; (J & K) 407; (N, BB) 307; (O) 205; (S, AA) 308; (DD & EE) 305.

1919 (2 Ton)—(A) Tim, 3762; (B) Tim, 3360; (F) 313DR; (G & H) 213; (J) 309; (K) 2-409-RT; (N, BB) 307; (O) 205; (S, AA) 308; (DD & EE) 305.

LUVERNE—1914-15 (7-60)—(F) 311; (G & H) Hy, 26059; (K) 308; (O) 205; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305.

1916 (Pleas.)—(A) Tim, 415-412; (B) Tim, 316-312.
 1917 (17-76a)—(A) Tim, 419-412; (B) Tim, 316-312; (C) 3656B-3620.

1918—(A) Br, 308AXL; (B) Br, 305AXL.
 1920—(A) Brm 419TX; (B) Br, 257TX.

LYONS-KNIGHT—1914-15 (Mod. K)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D, G & H) 475-473; (E) 385-383.

McFARLAN—1913-14-15 (6-T, X)—(G & H) Hy, 26059; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

1917 (All Models)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & QB) 344-333; (DD & EE) 316-312.

1920 (CB-6)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 375-3720; (G & H) 3757-3720; (J) 3186-3120; (K) 417-414; (P & W) Warner T60; (LL) L2-A56.

McLAUGHLIN—1915 (24-25C)—D & E Hy, 16691; (G & H) Hy, 26062.

1916 (32) (D & E)—Hy, 26394; (G & H) Hy, 26223; (G & H) Hy, 17024.

MACCAR—1914-15 (Mod. B)—Tim. Brgs.; (A) 3750-3720; (D) 4558-4520; (E) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.

1915-17 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1915-16 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (Mod. E-L)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (H & J) 4550-4520; (E & K) 3762-3720; (F & H) 559C-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1916 (Mod. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 6356-6321; (E) 5355-5320; (G) 375-3720; (H) 395-3920; (J) 336-3320; (K) 4354-4320; (AA, BB DD T EE) 335-3320.

1916 (Mod. K)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (H-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 3656B-3620; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 539C-532; (AA & BB) 440-4320; (DD & EE) 316-312.

1917 (U 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1919-20 (L)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB) Tim, 335; (CC) 257; (DD & EE) 316; (GG, KK & LL) Spec.

1919 (C)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359E-6320E; (O) 205; (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (GG, KK & LL) Spec.

1919 (H)—Tim. Brgs.; (A) 4558-4520; (B) 3373-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB, DD & EE) 335; (CC) 257; (GG, KK & LL) Spec.

1919 (M)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 539C-552; (K) 6359E-6320E; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB, DD & EE) 335; (CC) 257; (GG, KK & LL) Spec.

1920-21 (G-1)—Tim. Brgs.; (D, G & H) 780-772; (E) 6552-6521; (J) 6375-6323; (K) 6455-6422; (O) 205; (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (GG, KK & LL) Spec.

1920-21 (H-1)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 1509-D; (O) 205; (P) 337; (Q) 209; (BB) 357; (CC) 306; (DD & EE) 339; (GG, KK & LL) Spec.

1920-21 (M-2)—Tim. Brgs.; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375-6323; (N) 1509-D; (O) 205; (P & BB) 337; (Q) 209; (C) 306; (DD & EE) 335; (GG, KK & LL) Spec.

1921 (L-2)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) 1509-D; (O) 205; (P) 344; (Q) 209; (BB) 339; (CC) 306; (DD & EE) 319; (GG, KK & LL) Spec.

MACK—1917-18-19 (AB 1, 1½ & 2 Ton Worm Drive)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 557-552; (H) 456-454; (J & K) 539-532; (N) SKF, 407AJ; (O) Schafer, 305; (Q) 209 RJ; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530.

1917-18-19 (AB 1, 1½ & 2 Ton Chain Drive)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 395-3920; (J) 4364-4320; (K) 2753-2720; (O) Schafer 305; (Q) 209 RT; (AA) 257; (BB, DD & EE) 335-3320; (CC) 337-3320; (GG) 1550-1530; (Cross Shaft) Schafer, 308.

1917-18-19 (AC 3½, 5½ & 7½ Ton Chain Drive)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (D) 6356-6321 or 6550-6521; (E) 5355-5320 or 6354-6321; (G & H) 5557-5520; (J & K) 3360-3320; (Q) SKF, 2215; (Engine Cross Shaft) 235-2330; (Master Gear, large) 539-532; (Master Gear, small) 455-4520; (BB) 5557-5520; (CC) Schafer, 407; (DD & EE) 335-5320; (FF) 3362-3320; (GG) 1550-1530; (Jack Shaft Ball Brg.) Schafer, 1410.

1919 (AB 1½ Chain)—(A, D) Tim, 4550-4520; (B) Tim, 3556-3520; (E) 4361-4320; (Jack Shaft—R & L) DWF, 308; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4320; (O) DWF, 305; (Q) 209RT; (DD, EE & Spline Shaft, rear) 335-3320; (AA) 337-3320; (CC) 257; (GG) Hy, 27097; (Cross Shaft—R & L) 235-2320.

1919 (AB-2, Chain)—(A) Tim, 4550-4520; (B) Tim, 3556-3520; (D) Tim, 5550-5520; (E) Tim, 5355-5320; (Jack Shaft—R & L) DWF, 308; (G & H) 395-3920; (J) 2755-2720; (K) 4364-4

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STROM BEARINGS are made for the purpose of giving maximum ball bearing service under the most exacting conditions. Every step in their manufacture is directed toward this end.

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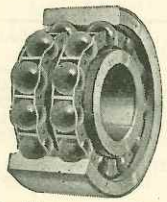
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Double-row, maximum type, radial bearing



Double-acting, self-aligning thrust bearing, 2100 Series



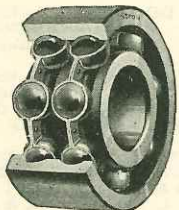
Double-acting, self-aligning thrust bearing with leveling washers, 2100-U Series



Single-acting, self-aligning thrust bearing, leveling washer, 1100-U Series



Double-acting, thrust bearing, flat seats, 2100-F Series



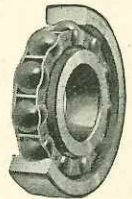
Double-row, deep-groove Conrad type, radial bearing



Single-row, deep-groove Conrad type, radial bearing

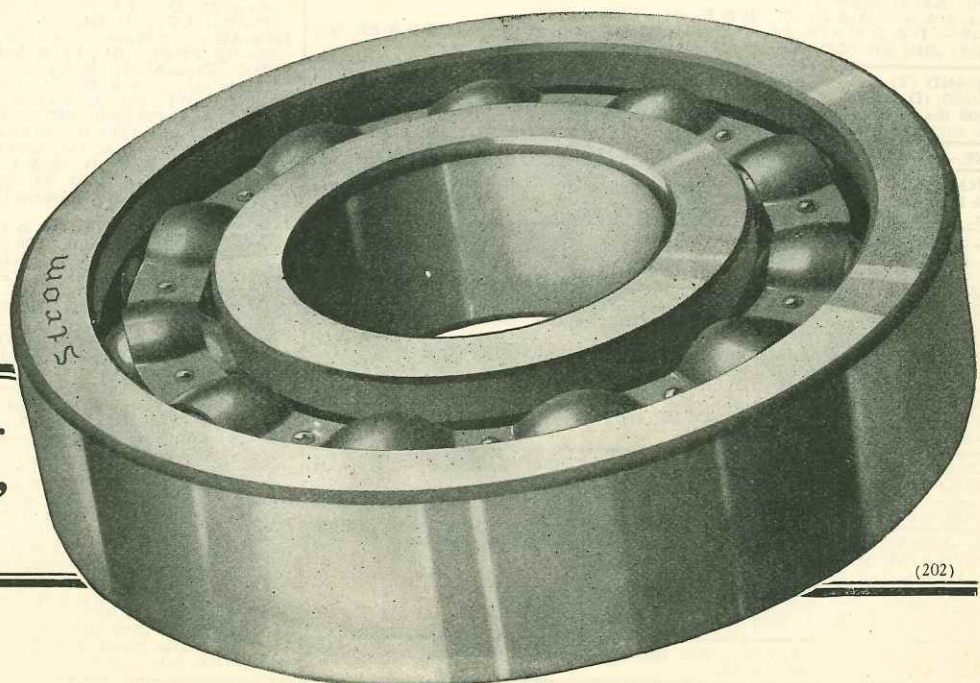


Angular contact bearing—combination radial and thrust



Single-row, maximum type, radial bearing

—used "Wherever
a Shaft Turns"



(202)

- MADISON—1916-17 (6-40)**—(F) 310; (G & H) 210; (J) 306; (K) 406; (O) 205; (AA) 208; (BB) 207; (DD & EE) 305.
1916 (Madison)—(F) 310; (G & H) 210; (J) 306; (K) 406; (O) 205; (AA) 208; (BB) 307.
1917-18—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 365B-3620; (D) 455-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 539-4320; (K) 539-532.
- MAIBOHM—1917 (Mod. A)**—(D & E) Br, 208AX; (F) Hy, 16076 or 16395; (G & H) Hy, 26269 or 26253.
1918 (Mod. A)—(F) Hy, 16395; (G & H) Hy, 26253.
1918-19 (Mod. B)—(G & H) Hy, 26216.
1919-20 (Mod. B)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216; (GG) Hy, 29095.
- MAIS—1914-15 (1-1½ Ton)**—Tim. Brgs.; (A) 4364-4320; (B) 3364-3320; (C) 5354-5320; (D) 4553-4520; (E) 5355-5320; (KK) 255-2520.
- MAPLE LEAF—1920-21 (AA-2, BB-3 Ton)**—(A) Bk, N310; (B) Bk, N308.
1920-21 (CC-4, DD-5 Ton)—(A) Bk, N312; (B) Bk, N311.
- MARATHON—1920**—Tim. Brgs.; (A) 317-312; (B) 235-2320; (D & E) 277-274.
- MARGNETTE**—(A) 309; (B) 307; (F) 311; (G & H) 212; (J) 306; (K) 309; (AA) 309; (BB) 310; (DD & EE) 307.
- MARION—1914-15 (50-50H)**—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1915—(J) 0208; (K) 0407.
1916 (Mod. H)—(F) Hy, 16779; (G & H) Hy, 26252.
1916-17-18 (8, 6-40, 6-60)—(F) Hy, 16779; (G & H) Hy, 26056.
- MARION HANDLEY—1917 (5 Pass.)**—(A) 305; (B) 308; (G) 0307; (H) 0407; (J) Tim, 344-333; (K) Tim, 441-434; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) & EE 305.
1917 (7 Pass.)—(J) Tim, 339-3320; (K) Tim, 441-434.
1917 (A Handley)—(A) 305; (B) 308; (J) 0208; (K) 0407; (O) 205; (AA) 208; (BB) 307; (DD & EE) 305.
1919 (Sedan)—(A) Gur, 308; (B) Gur, 305; (F) Hy, 16681; (G & H) Hy, 26056; (I) Salis, 6187.
- MARMON—1914-15-16 (41-61)**—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 365B-3620; (D & E) 375-3720; (G) 457-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1914 (6-48)—Tim. Brgs.; (A) 443-4320; (B) 435-4320; (D & E) 456-4520; (AA, BB, DD & EE) 335-3320.
1915 (32)—(F) 311; (AA) 310; (AA) 408; (DD & EE) 406.
1915 (41)—(O) 0206; (Q) 0210; (AA) 309; (BB) 308; (DD & EE) 406.
1915 (48)—(O) 0206; (Q) 0211; (AA) 310; (BB) 408; (DD & EE) 406.
1916 (6-34)—(A) Tim, 337-3320; Tim, 415-412 after first 500 cars; (B) Tim, 236-2330; (F) 311; (G & H) DR 212; Hy, 26056; (K) 310; (AA) 209; Hy, 17026; (BB) Hy, 27125; (FF) Hy, 16828; (HH) 1305.
1917-18-19 (34)—(A) Tim, 415-412; (B) Tim, 236-2330; (F) 311; (G) DR 212; Hy, 26056; (H) 26056 Spec.; (K) 310; (AA) 209; Hy, 17026; (BB) Hy, 17026; (FF) Hy, 16828; (HH) 305.
1920 (34)—(A) Tim, 415-412; (B) Tim, 3620-2687; (F) 311DR; (G) 212DR; (H) Hy, 26056; (K) 310; (P) 206DR; (AA & BB) Hy, 27026; (FF) Hy, 16828; (KK) Hy, 16945; (LL) Tim, 2620-2690.
- MARTIN "ATLAS"—1914 (Mod. B)**—Tim. Brgs.; (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720.
1915 (Mod. A)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6556-6520; (E) 5355-5320; (G) 375-3720; (H) 395-3920.
1915 (Mod. B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
1916-17-18 (¾ Ton)—(D & E) Bower, 209AL; (AA) Hy, 27797; (BB) Hy, 27899; (DD & EE) Hy, 26972; (FF) Hy, 26956.
1917 (C Fire Truck)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB), 440-4320; (DD & EE) 335-3320.
1919-20 (¾ Ton)—(A) Bk, N307-107; (B) Bk, N305-105; (D & E) Bk, 355-35; (G & H) Bk, N209-09; (J) Bk, 321-31; (K) Bk, 417-41; (AA) Hy, 27797; (BB) Hy, 27899; (CC & FF) Hy, 26956.
- MASON—1914-15**—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
- MASTER—1919 (J1, JW, 1½ Ton)**—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.
1919 (MW, 2 Ton)—(O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.
1919 (M, 2 Ton)—(O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.
1920 (A & AL)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G) 5756-5720; (H) 559-552; (J) 6359-6320.
1920 (B & BL)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359E-6320; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (GG) Hy, 29097.
1920 (JW)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (GG) Hy, 29097.
1920 (WA, 3½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539C-532.
1920 (W & WL)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (GG) Hy, 29097.
- MATHESON—1909-10-11 (M-17-24)**—(A) Tim, 3357-3320; (B) Tim, 3151-3120.
1910 (Mod. 18)—(D) 310; (E) 209; (G) 209; (H) 311; (O) 208; (AA) 308; (BB & DD) 1405; (CC & EE) 305.
- MAXWELL—1914-15-16 (25)**—(F) Hy, 16714; (G & H) Hy, 26710; (AA) Hy, 16553.
4320; (AA) Hy, 16553.
1917 (1 Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (E) 4550-4520; (J & K) 440-4320.
1917-18-19 (25)—(F) Hy, 16714; (G & H) Hy, 26227; (AA) Hy, 16553.
1918 (25 Lt. Del)—(F) Hy, 16714; (G & H) Hy, 26227; (K) Hy, 26621; (AA) Hy, 16553.
1919 (25)—(F) Hy, 16658; (G & H) Hy, 26269; (AA) Hy, 16553; (GG) Hy, 26245.
1919 (1 Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 4550-4520; (J) 440-4320; (AA) Hy, 16553; (GG) Hy, 26245.
1920 (1, 1½ Ton)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D) 4550-4520; (J & K) 440-4320; (BB) Hy, 16833; (GG) Hy, 26243.
1920 25)—(D & E) Hy, 16658; (G & H) Hy, 26269; (AA) Hy, 16553; (GG) Hy, 26245.
- MENOMINEE—1915 (Mod. A-C)**—(AA) Tim, 277-274; (B) Tim, 339-333.
1916 (Truck)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1916 (Mod. D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1916 (Mod. E-W)—Tim. Brgs.; (D) 462-4520; (E) 375-3720; (G) 539C-552; (H) 456C-454; (J & K) 539C-532.
1917 E-W ¾ Ton)—Tim. Brgs.; (D) 463-4520; (E) 375-3720; (G) 456C-454; (H) 559C-552; (J & K) 539-532; (AA) 277-274; (BB) 339-333.
1917 (F-W 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (H 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (D 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
1917 (G 1½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (EE) 5755-5720; (G & H) 5756-5720; (J & K) 559-552.
1919-20 (HT 1 Ton)—(A) Tim, 430-320; (B) 3191-3120; (D) 311DR; (G & H) 5212; (J & K) 5407; (N) 308; (O) 205; (P) 308.
1919-20 (H 1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (D) 311DR; (G & H) 5212; (J & K) 5407-D; (N) 308; (O) 205; (P) 308.
- 1919-20 (D 2 Ton)**—(A) Tim, 4554-4520; (B) Tim, 2753-2720; (D) 5313DR; (G & H) 5213; (J) 309; (K) 5409-D; (N) 308; (O) 205; (P) 308.
1919-20 (G 3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (D) 317DR; (G & H) 5215; (J) 311; (K) 5411-D; (O) 205; (P) 308.
1919-20 (J3-5 Ton)—(A) Tim, 5557-5520; (B) Tim, 5355-5320; (D) 319DR; (G & H) 220; (J) 411; (K) 412DR; (O) 205; (P) 308.
- MERCER**—(Mod. 35A, B, D, G, H, J, K)—(A & D) SKF, 2310; (E) SKF, 2210; (O) 205; (K) SKF, 2206; (BB) SKF, 2308; (CC) 307 & 308; (DD & EE) 308; (GG) 202 & 203.
1916-17-18 (22-72-73-74)—(D) 310; (E) 210; (O) 206; (P) DR, 207; (R) 307; (AA) 308; (BB) DR, 308; (CC) DR, 206; (DD & EE) 308.
1919-20-21—(A) Bk, N308; (B) Bk, 319-32; (G & H) 539; (J) 447; (K) 413.
1920 (Series 5)—(AA) Hy, 16413-16412; (BB) Hy, 26615; (CC) Hy, 02460; (DD & EE) Hy, 26414.
- METEOR—1915 (Mod. 42)**—(K) 308; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 305.
1915 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375-3720; (J) 255-2530; (K) 417-412.
1916-17 (Hearse 75-80)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.
1919-20-21—(A) Bk, 335; (B & C) Bk, 236; (D & E) Bk, 355; (G & H) Bk, 375; (J) Bk, 337; (K) Bk, 435; (O) 205; (P, AA, BB) 308; (Q, DD & EE) 307; (CC) 305; (GG & KK) Spec.
1919—(A) Bk, 418; (B) Bk, 258; (D & E) Bk, 375; (J) Bk, 335; (K) Bk, 417.
1920—(A) Bk, 418; (B) Bk, 257; (D, EG & H) Bk, 375; (J) Bk, 335; (K) Bk, 449.
- METZ—1920 (All Mod.)**—Tim. Brgs.—(A) 317-312; (B) 2687-2620; (D) 415T-412A; (G & H) 359S-3520; (J) 2785-2720; (K) 3381-3320.
- MICHIGAN HEARSE—1918 (1-A)**—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 375-3720; (E) 462-4520; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1918 (1-B)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.
1919-20 (4,000)—Tim. Brgs.; (A) 415-412; (B) 316-312; (F) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.
1920 (1012)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 539TE-532; (G & H) 397-3920; (J) 444-432; (K) 456-453.
- MICHIGAN TRAILER—1917 (AB 1 Ton)**—(A) Tim, 3358-3320; (B) Tim, 3154-3210.
1917 (C-D 1½ Ton)—(A) Tim, 4550-4520; (B) Tim, 4353-4320.
1917 (E 2 Ton)—Tim. Brgs.; (A & D) 4550-4520; (B & E) 4353-4320.
1917 (F 3½ Ton)—(A & D) Tim, 5550-5520; (B & E) Tim, 5351-5320.
1917 (C 5 Ton)—(A & D) Tim, 5556-5520; (B & E) Tim, 5351-5320.
- MILBURN—1919-20-21**—(G & H) Bk, 355.
- MILLER, CO. A-J-1917 (A-Mod.)**—(A) Br, 308AXL; (B) Br, 305AXL; (F) Hy, 16681; (G & H) Hy, 26056; (J) 208; (K) 407.
- MILWAUKEE—1916 (3 Ton)**—Tim. Brgs.; (A & D) 6451-6420; (B & E) 5551-5520; (G & H) 475-473.
- MITCHELL—1915 (4 Cyl.)**—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR, 307; (K) Hy, (BB) 210; (CC) 307.
1915 (B-35-45)—(A) Tim, 344-333; (B) Tim, 237-233; (J) DR, 307; (K) DR, 304; (AA) 308; (BB) DR, 210; (CC) 307.
1915 (Six)—(G & H) Hy, 16041; (S) 308; (AA) 1308; (BB) 210; Hy, 16354.
1916 (Six)—(F) Hy, 26622; (G & H) Hy, 26491; (K) DR, 307; (S) 209; (AA) DR, 209; (CC) 209; (DD & EE) Hy, 17795.
1916-17 (Mod. C-42)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 26622; (G & H) Hy, 26491; (J) 307; (A) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.
1917 (D-40)—(F) Hy, 16779; (G & H) Hy, 26056; (J) 207; (K) 408 on cars 70,000 to 81,700; (J) 307; (K) 207 on cars 81,701 up; (AA) 209; (BB) 209; (DD & EE) Hy, 17795.
1918 (Mod. C-42)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 26622; (G & H) Hy, 26491; (J) Gur, 307RT; (K) Gur, 407; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.
1918 (Mod. D-40)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 16779; (G & H) Hy, 26056; (J) 1407; (K) 307; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.
1919 (Mod. E-40, E-42)—(A) Tim, 344-333; (B) Tim, 237-233; (F) Hy, 26622; (G & H) Hy, 26491; (J) Gur, 307RT; (K) Gur, 407; (AA) 209; (BB) 209; (DD & EE) Hy, 17795; (GG) Hy, 26482.
1919 (E-40, 42)—(A) Tim, 344-333; (B) Tim, 237-233; (D & E) Hy, 26622; (G & H) Hy, 26491; (DD & EE) 17795; (GG) Hy, 26482.
1919 (C-42)—(A) Tim, 344-333; (B) Tim, 237-233.
1920 (F-40)—(A) Tim, 344-333; (B) Tim, 237-233; (D & E) Hy, 26622; (G & H) Hy, 26491; (J) Hy, 610304; (AA) 209DR; (BB) 306; (CC) Hy, 26972; (DD & EE) Hy, 17795; (GG) Hy, 26482.
- MODERN—1916 (V), 1917 (Mod. C)**—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 455-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1916-17 (Lt. Del. 15)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1914-15 (¾-1 Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
1917 (50 2 Ton)—(A) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.
1917 (Mod. B-N)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
- MOGUL—1915-16 (L-W)**—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1915-16 (L-C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
1915-16 (Mod. T)—Tim. Brgs.; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.
- MOHAWK—1917 (D & E)** Hy, 16018; (G & H) Hy, 26063.
- MOLINE KNIGHT—1915 (F) 312; (K) 310; (AA) 307; (BB) 308; (DD & EE) 306.**
1916 (6-50)—(BB) 308.
1915 (40-50)—(D & E) 312 DR; (J) 308 DR; (K) 310; (CC) 305 DR.
(Mod. M-40)—(D & E) 312; (K) 408.
1916 (M-K 50)—Tim. Brgs.; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-313.
1916 (K 40)—(F) Hy, 16675; (G) Hy, 26056; (H) Hy, 26083.
1917-18-19 (Mods. G, C & L)—Tim. Brgs.; (A) 3381-3330; (B) 2382-2350; (D) 43-T 4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (Q) Ann, 205; (AA) Hy, 26518; (BB) Hy, 26737.
1918 (Knight-C)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (F) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432.
1919-20 (J)—Tim. Brgs.; (A) 415-412; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 277-274; (BB) 339-333.
- MONARCH—1914-15 (4-5 Pass.)**—(F) Hy, 16018; (G & H) Hy, 26062.
1915 (6 Cyl.)—(F) Hy, 16779; (G & H) Hy, 26056.
- MONITOR—1916 (4-30, 6-40)**—(F) Hy, 16018; (G & H) Hy, 26063.
1917—(D) Bower, 309ADT; (G & H) Bower, 209AL.
1920 (2050-F, R)—(A) Bk, 317-31; (B) Bk, 235-23; (D & E) Bk, N207; (G & H) Bk, 336-333; (J) Bk, N307; (K) Bk, 315-31.
- MONROE—1915 (M-2)**—(G) ND, 0208; (H) 208; (J) 0305; (K) 305; (AA) 207; (BB) 306.
1915 (Roadster)—(F) Hy, 16228 & 16829; (G & H) Hy, 26069.
1917 (M-3)—(F) Hy, 16395; (G & H) Hy, 26220 & 26253.
1916 (K) Special 306; (AA) 207; (BB) 306.
1917 (M-4)—(G & H) 0208; (K) 306; (Q) 302; (AA) 207; (BB) 306.
1919—(A) Bk, 316; (B) Bk, 225.
1920—(A) Bk, 316; (B) Bk, 235; (D) Bk, 417T.
1921—(A) Bk, 317; (B) Bk, 235; (F) Bk, 417T; (G & H) 208RT; (J) 306; (K) 304.
- MOON—1915**—Tim. Brgs.; (A) 415-412; (B) 315-312; (F) ND, 021

MOON—Continued

1917 (6-66)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (E) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2520; (K) Tim, 417-414; (O) 205; (CC) 307 & 210; (DD & EE) 205.
 1918 (6-36-18)—(AA) Hy, 26518.
 1920 (6-48)—(A) Tim, 317-312; (B) Tim, 2687-2620; (D & E) Tim, 415T-412; (G & H) Tim, 359T-3520; (J) Tim, 2785-2720; (O) 205DR; (AA, BB, CC, DD, EE & FF) Warner 288; (GG) Hy, C600.

MOORE (Pacific Metal Prod. Co.)—1914 (1,500 lbs.)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

MOORE—1916-17 (30)—(G & H) Hy, 26216.

1919% (D & E) Br, 208AX.

1920 (F)—(A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Tim, 277-274; (G & H) Hy, 26216; (CC) Hy, 16950.

MORELAND—1915-16 (3/4 Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (1 1/4 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1915-16 (2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1915-16 (3 1/2 Ton)—Tim. Brgs.; (A) 4540-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.

1917 (3/4 Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 435T-4320; (G & H) 375T-3720; (J & K) 4365-4320.

1917-18 (1 Ton)—Tim. Brgs.; (A) 3554-3520; (B) 3161-3120; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (Q) 209 Gur; (BB) 339-333; (DD & EE) Ann, 306.

1917-18 (1 1/4 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) Ann, 205; (PP) 208DR; (Q) Gur, 209; (AA) 344-3320; (BB) 440-4320; (CC) 2690; (DD & EE) 339-333.

1917-18 (2 1/4 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (PP) 208DR; (Q) Gur, 209; (AA) 344-3320; (BB) 440-4320; (CC) 2690; (DD & EE) 339-333.

1917-18 (4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) Ann, 205; (PP) 208DR; (Q) Gur, 209; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1917-18 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) Ann, 205; (PP) 208DR; (Q) Gur, 209; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1920 (1 1/2 Ton)—Tim. Brgs.; (A) 3554-3520; (B) 3161-3120; (D) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (Q) 209; (BB) 339-333; (DD) 306; (Trans. Main Drive Gear, Inner) 277-274.

1920 (1 1/2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 6378-6320; (G & H) 477-473; (J & K) 456-453; (O) 205; (Q) 209; (Trans. Main Drive Gear, Outer) 344-3320; (BB) 440-4320; (CC) 2690; (DD) 339-333; (Trans. Main Drive Gear, Inner) 419-412.

1920 (2 1/4 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (P) 208DR; (Q) 209; (Trans. Main Drive Gear, Outer) 344-3320; (BB) 440-4320; (CC) 2690; (DD) 339-333; (Trans. Main Drive Gear, Inner) 419-412.

1920 (4 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) 205; (P) 208DR; (Q) 209; (Trans. Main Drive Gear, Outer) 344-3320; (BB) 435-4320; (CC) 335; (DD) 415-412; (Trans. Main Drive Gear, Inner) 439-4320.

1920 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) 209; (Trans. Main Gear, Outer and Inner) 439-4320; (BB) 435-4320; (CC) 335; (DD) 415-412.

MURRAY—1917 (70-T)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1918—(O) 205; (A) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.

1917-18 (70-T)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

MUSKEGON—1919 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 2382-2320; (D & E) 311DR; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320; (Q) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

MUTUAL—1918 (Sedan)—(A) 308; (B) 305; (F) Hy, 16681; (G & H) Hy, 26056; (J) 307; (K) 407.

1919-20-21 (2A, 2AP)—(A) Bk, N310; (B) Bk, N308.

1920 (2A, 2 1/2A, 5A)—(CG) Hy, 29097.

NAPOLEON—1919-20 (9)—(A) Tim, 435T-4320; (B) Tim, 3196-3120; (D) Hy, 16667; (E & J) 306DR; (G & H) Hy, 26391; (I) 234E; (K) Hy, 16594; (L) Hy, 16215; (O) 205; (P, S & BB) 307; (AA) 304; (CC) 205; (DD) 305; (EE) 306.

1919-20 (11)—(A) Tim, 435T-4320; (B) Tim, 3196-3120; (D) Hy, 16670; (E, J & L) 307DR; (G, H & M) Hy, 16069; (I) 206N-2; (K) Hy, 26668; (O, CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

1920 (7)—(A) Tim, 3381-3320; (B) 2380-2320.

1921 (9)—(A) Tim, 3381-3320; (B) Tim, 2687-2620; (D) Hy, 16667; (E) 217-E6; (G & H) Hy, 26391; (I) 234E; (J) 306DR; (K) Hy, 16594; (L) Hy, 16215; (O & CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

1921 (11)—(A) Tim, 3381-3320; (B) Tim, 2687-2620; (D) Hy, 16670; (E, J & L) 307DR; (G & H) 86E; (I) 234E; (K) Hy, 26668; (M) Hy, 16069; (O & CC) 205; (P, S & BB) 307; (AA) 304; (DD) 305; (EE) 306.

NASH—(Mod. D)—(O) 204.

1918-19 (Mod. 2017)—(D) Hy, 16670; (E) ND. 307; (G & H) Hy, 26064; (J) 307; (K) Hy, 26668; (I) Clark Co. 234E; (O) 205 Single; (P) 308; (Q) Brg. Co. of Amer., 776A; (DD & EE) 305.

1918-19 (Mod. 3017)—(D) Hy, 26662; (E) 308; (G & H) Hy, 26057; (I) Clark Equi. Co. 53E; (J) 307; (K) Hy, 26777; (O) 205 Single; (P) 308; (Q) Brg. Co. of Amer., 776A.

1918 (2016, 3017, 3018 1-Ton), 1919 (3018 2-Ton)—(F) Hy, 26662; (G & H) Hy, 26388; (K) Hy, 26777.

1918 (3017 2-Ton)—(F) Hy, 26662; (G & H) Hy, 26356; (K) Hy, 26777.

1918-19 (2017-2018 1-Ton)—(F) Hy, 16670; (G & H) Hy, 26064; (K) Hy, 26668.

1919 (AL-AM)—(A) Bk, 418; (B) Bk, 257; (D, E, G & H) Bk, 375; (J) Bk, 335; (K) Bk, 449; (O) 205; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

1920 (BB)—(A) Bk, 418; (B) Bk, 257; (C) Nice, 4688; (D, E, G & H) Bk, 375; (J) Bk, 335; (K) Bk, 449; (O) 205; (Q) Nice, 4703; (R) Nice, 4744; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

NELSON—1916-17-18—(H) Hy, 27995; (DD) Hy, 16946; (EE) Hy, 16957.

1920 (Jumbo 35)—(E) 410DR; (K) 310DR; (Jackshaft) 310; (AA & BB) Tim, 357-353; (DD & EE) 339-333.

NELSON & LE MOON—1914-15 (E 1/4 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 375-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1914-15 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1914-15-16 (E 1 1/4 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1914-15 (D 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1916 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1916 (E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.

1916 (E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (DD & EE) 415-412.

1917 (E 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (D & E) 5550-5520; (G & H) 477-473; (J & K) 456-454; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.

1917 (E 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (E 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320.

1919-20 (F-1 1/4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1919-20 (F-2 1/4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

1919-20 (F-3 1/4)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1919-20 (F-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 730-722; (E) 6552-6521; (J & K) 6375E-6320C; (O) 205; (P) 208DR; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412; (CC) 335.

1921 (G-1 1/4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477-473; (K) 539E-532; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1921 (G-2 1/4)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559C-552; (K) 5578E-5521; (O) 205; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

1921 (G-3 1/4)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (K) 6375E-6323; (O) 205; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.

1921 (G-5)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375E-6323; (K) 6455E-6422; (O) 205; (P) 208DR; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

NETCO—1915 (Mod. C)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1916 (Mod. C)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539D-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1917 (2 Ton)—Same as 1916-C with (AA) 337-3320; (BB, DD & EE) 335-3320.

1918 (C-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539D-532; (AA) 337-3320; (BB & DD) 335-3320.

1919 (H)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

1920 (D)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (AA) 337-3320; (BB, DD & EE) 335-3320.

1920 (D-2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 336-3320; (BB) 357-353; (DD & EE) 339-333.

NEW ERA—1916-17—(F) Hy, 16395; (G & H) Hy, 26253; (AA) 207; (BB) 305.

NILES—1917—(B 3/4, 1-Ton)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 462-4520; (E) 375-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.

1917 (E-2 Ton)—Tim. Brgs.; (A) 4558-4520; (C) 443-4320; (D & E) 5553-5520; (G) 559C-552; (H, J & K) 539C-532.

1918 (B-1 Ton)—(AA) Hy, 17026; (CC & FF) Hy, 16820; (DD & EE) Hy, 16506.

1918 (E-2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.

1920 (B-2, E-2 Ton)—(AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698; (GG) Hy, 29097.

NOBLE—1919-20-21 (A-20)—(A) Bk, N308; (B) Bk, N307; (F) 311DR; (G & H) 215DR; (J) 407; (K) 408DR; (N) 308; (O) 205; (Q) 212; (S & BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG) Hy, 19050.

1919-20-21 (B-30)—(A) Bk, N308; (B) Bk, N307; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) 308; (O) 205; (Q) 212 Spec.; (S & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) 1740; (GG) Hy, 19050.

O KLAND—Continued

1916 (32)—(F) Hy, 26394; (G & H) Hy, 26223; (AA) Hy, 17024; (J) 306; (K) 307; Spec. bore 1.811; (BB) 306.
 1916 (38)—(F) Hy, 16691; (G & H) Hy, 26062; (AA) Hy, 17798; (J) 306; (K) 406; (Q) 305; (BB) 307.
 1916-17 (50)—(F) Hy, 16692; (G) Hy, 26056; (H) Hy, 26083; (J) 315; (K) Tim. 418.
 (O) DR.302; (AA) 212; (BB) 307; (GG) 204.
 1917 (34)—(F) Hy, 26394; (G & H) Hy, 26223; (AA) Hy, 17024; (J) 306; (K) 307, Spec. bore 1.811; (BB) 306.
 1918-19 (34-B)—(F) Hy, 26394; (G & H) Hy, 26223; (J) DR.306; (K) 307; (S) 210; (BB) 307.
 1920-21 (34-C)—(K) 307 Spec.; (S) 210; (BB) 307.

OGDEN—1920 (E)—(AA & BB) Tim, 337-3320; (DD & EE) Tim, 319-313.

O. K. TRUCK—1920-21 (K-1½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (F) 311DR; (G & H) 213; (J & K) 407; (N) 308; (O) 205; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.
 1920-21 (L-2½ Ton)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (F) 315DR; (G & H) 214; (J) 310; (K) 410; (N) 311; (O) 205; (AA & BB) 308; (CC) 305; (DD & EE) 306.
 1920-21 (M, M1-3½ Ton)—(A) Tim, 4553-4520; (B) 5554-5520; (F) 218 & 317D; (G & H) 215; (J) 311; (K) 411; (O) 205; (AA) 308-310; (BB) 310; (CC) 305; (DD) 307; (EE) 308.

OLD HICKORY—1916 (30-W)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
 1916-17-18 (1000 lbs., 1200 lbs., Del., M ¾ Ton)—(F) Hy, 16681; (G & H) Hy, 26056.
 1919-20 (M-¾ Ton)—(FF) Hy, 16950.

OLD RELIABLE—1916 (2 Ton)—Tim. Brgs.; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

1916 (3 Ton)—Tim. Brgs.; (AA & BB) 357-353; (CC) 306; (DD & EE) 339-333.
 1916 (4 Ton)—Tim. Brgs.; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.
 1917-18 (3 Ton)—(D) Bower, 317NDT.
 1919 (1½ Ton)—(A) Bk, N310DR; (B) Bk, N308DR & 309DR; (AA) 337-3320; (BB, DD & EE) 335-3320.
 1919 (2½, 3 Ton)—(A) Bk, N312DR; (B) Bk, N311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 413DR; (O) 205; (Q) 209RT.
 1919 (2 Ton Chain)—(A) Bk, N312DR; (B) Bk, N311DR; (D) Bk, N313; (E) Bk, N312.
 1919 (4 Ton Chain)—(A) Bk, N315DR; (B) Bk, N314DR; (D) Bk, N316; (E) Bk, N315.
 1919 (5 Ton)—(A) 312DR; (B) 314DR; (F) 319DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209RT.
 1919 (7 Ton Chain)—(A) Bk, N315DR; (B) Bk, N314DR; (D) 6552-6521; (E) 6452-6420; (G & H) 313DR; (Sprocket Shaft) 217; (Q) 209RT; (AA) 312; (BB) 411; (CC) 308; (DD) 310; (EE) 409.

OLDSMOBILE—1914-15 (54-55)—(A) Tim, 438-4320; (B) Tim, 317-312; (F) 313; (G & H) 312; (J) 307; (K) 310; (O) 208; (AA) 212; (BB) 307; (DD & EE) 306.
 1915 (First 200 cars 42)—(A) Tim, 339-333; (B) Tim, 237-233; (F) Hy, 16691; (G & H) Hy, 26062; (J) 406; (K) 306; (Q) 305; (AA) Hy, 17798; (BB) 307.
 1915 (42)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720.
 1915 (53)—(F) 312; (G & H) 212; (J) 307; (K) 310; (AA) 212; (BB) 307; (DD & EE) 306.
 *1916-17 (43-44 M-45, 8-Cyl.)—(A) Tim, 275-274; (B) Tim, 237-233; (F) 310; (G & H) Tim, 366-363, ND 210; (J) 306; (K) 406; (AA) Hy, 17798; (BB) 307.
 1917 (M-45, 4-8)—Tim. Brgs.; (A) 275-274; (B) 237-233; (G & H) 375-3720; (G & H) 365-362 on first 1000 cars; (AA) Hy, 17798.
 1917 (Little C)—Tim. Brgs.; (A) 259-2520; (B) 1751-1730; (G & H) 366-363; (G & H) 375-3720, used after first 1000 cars; (AA) Hy, 17798.
 1918 (M-37)—(F) 309; (J) 406; (K) 306; (AA) Hy, 17024.
 1918 (M-54-A)—(F) 311; (J) 407; (K) 307.
 1919 (45)—(AA) Hy, 17798.
 1918 (45A-8 Cyl.)—(A) Tim, 337-3320; (B) Tim, 236-2320; (G & H) 377-3720; (FF) Gy, 16820.

1919 (37-A)—(F) 309DR; (J & BB) 306DR; (K) 406; (AA) Hy, 17024; (CC) Hy, 26972.
 1919-20 (45-A, B)—(F) 311DR; (J & BB) 307DR; (K) 407; (AA) 210 & Hy, 17798; (CC) Hy, 16820.
 1920 (37-A, A)—(F) 309DR; (J & BB) 306DR; (K) 406; (AA) Hy, 47024; (CC) Hy, 26972.
 1919 (T-Track Economy)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (BB) 307; (CC) 210.
 1920 (1 Ton)—Tim. Brgs.; (A) 3381-3320; (B) 2687-2620; (D) 420-413; (E) 319-313; (G) 276-2720; (J) 275-2720; (K) 335-3320.
 1920 (4 Cyl. Truck)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 420-413; (E) 319-313; (G) 276-2720; (J) 275-2720; (K) 335-3320.

OLYMPIAN—1917—(D & E) Bower, 208A; (G & H) Hy, 26216; (J) 206; (K) 306; (AA) 207; (BB) 305.

1919 (45)—(D & E) Br, 208AX; (G & H) Hy, 26216; (O) 302; (AA) 207; (BB) 306.

ONEIDA—1920 (A-9)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (F) 311DR; (G & H) 212; (J & K) 407; (P) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (B-9)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (F) 311DR; (G & H) 213; (J) 407; (K) 407-2; (P) 208; (AA) 208-307; (BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (C-9)—(A) Tim, 4554-4520; (B) 3360-3320; (F) 315DR; (G & H) 214; (J) 310; (K) 410; (2); (AA) 307-308; (BB) 308; (DD & EE) 306.

1920 (D-9 Tim. Axle 6652)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359E-6320C.

1920 (D-9 Tim. Axle 6660)—Tim. Brgs.; (A) 4553-4520; (B) 4365-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375-6323.

1920 (D-9 Fuller Trans. & Rear Axle)—(F) 317DR; (G & H) 215; (J) 311; (K) 411 (2); (P) 208; (AA) 307-308; (BB) 308; (DD & EE) 306.

1920 (E-9 Tim. Axle 6752)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320.

1920 (E-9 Tim. Axle 6760)—Tim. Brgs.; (A) 5557-5520; (B) 5355-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375-6323; (K) 6455E-6422.

1920 (E-9 Fuller Trans. Rear Axle)—(F) 319DR; (G & H) 220; (J) 411; (K) 412 (2); (P) 208; (AA) 308-310; (BB) 310; (CC) 305; (DD) 307; (EE) 308.

1920 (E-9 Cotta-Trans.)—(AA) 210-310; (BB) 310; (DD) 307; (EE) 308.

OSHKOSH—1919-20 (A, AA, 2 Ton)—(A, B, D, E, G & H) Bk, N212; (C) 3158; (O) 205; (AA) Tim, 344-333; (BB) 339-333; (DD & EE) 319-313; (GG) Hy, 29097.

1920-21 (B-BB)—(A, B, E, G & H) Bk, N212; (D) Bk, N312; (C) 3158.

OVERLAND—1916 (83)—(D & E) 311; (K) DR.407; (DD & EE) 305.
 1916 (75)—(D & E) 308; (J) DR.306; (BB) 208; (DD & EE) Hy, 26972.
 1915 (82), 1916 (86)—(K) DR.307; (BB) 210; (CC) 208; (DD & EE) 306.
 1917 (90)—(D & E) 309; (J) DR.306; (BB) 208; (DD & EE) Hy, 26972.

(Mod. 69)—(AA) 208; (BB) 307; (DD & EE) 305.
 (Mod. 71)—(G & H) Tim, 375-3720; (AA) 209; (BB) 307; (CC) 304 (DD & EE) 306.
 (Mod. 79)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305; (GG) ND.3.

(Mod. 80)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (CC) 208; (GG) ND.3.
 (Mod. 81)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.
 (6-82)—(G & H) Tim, 375-3720; (AA) 208; (BB) 210; (DD & EE) 306.

1918 (88-8)—(K & BB) 408DR; (AA) 210.
 1918 (85-4)—(F) 310; (K & BB) 307DR; (AA) 208DR.
 1918 (89-6)—(F) 311; (K) 407DR; (AA) 208; (BB) 210.
 1919 (4)—(A) Tim, 256-2520; (B) Tim, 1751-1730; (F) 308; (G & H) Tim, 358-354; (J) 406DR; (O) 302; (AA) 208; (BB) 307.

1919 (88-4)—(F) 312DR; (AA) 210; (BB) 408DR.
 1919 (90-B)—(A) Tim, 256-2520; (B) Tim, 1751-1730; (F) 309; (G & H) Tim, 277-274; (K) 306DR; (AA) 208; (BB) 306DR; (CC) Hy, 16950; (DD & EE) Hy, 26972.
 1919 (90-R)—(A) Tim, 1985-1930; (B) 1351-1330; (G & H) Tim, 277-274.
 1919 (88-4, 88-B, 88-S)—(A) Tim, 335-3320; (B) 235-2330; (D & E) Tim, 365-363; (G & H) Tim, 385-383.

1919 (89)—(A) Tim, 317-312; (B) Tim, 235-2330; (G & H) Tim, 365-363.
 OWEN MAGNETIC—1916-17 (Mod. G-A)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

PACKARD—1909-10-11-12 (UB, UC, UD, UEF, REF)—(A) Tim, 3750-3720; (B) Tim, 3154-3120; (G & H) D.W.F. 10U; (O) 208; (O) Mod. UB uses F. & S. BE. 25; (DD & EE) D.W.F. 5U; (DD & EE) Mod. REF. 308 & 309; (GG) 301.

1909-10-11-12-13 (NA, NB, NC, NEF, 13-48)—(A) Tim, 3358-3320; (B) 3154-3120; (G & H) D.W.F. 9U; (G & H) Mod. 13-48 D.W.F. 10U; (O) 208; (O) Mod. NA. uses F. & S. BE. 25; (DD) D.W.F. 5U Mod. 13-48 uses 308; (EE) D.W.F. 4U Mod. 13-48 uses 309; (GG) 301.

1909-10-11-12 (3A, TC, TD, ATD)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 6451-6420; (E) Tim, 6354-6321; (G & H) D.W.F. 10U; (O) Mod. 3A & ATD use 208; Mod. TC & TD use F. & S. BE. 25; (DD & EE) D.W.F. 5U; (GG) 301 & 203.

1912-13-14 (Mod. AT, N)—(G & H) D.W.F. 10U; (O) 208; (DD & EE) D.W.F. 5U; (GG) 301 & 203.

1912-13-14 (1½ Ton 2-B)—(A) Tim, 4554-4520; (B) Tim, 4361-4320; (D) Tim, 5557-5520; (E) Tim, 5351-5320; (G & H) D.W.F. 10U; (O) 208; (DD & EE) D.W.F. 5U; (GG) 301-203.

1912-13-14 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 6451-6420; (E) 6354-6321.

1913-14-15 (T-13-38)—(A) Tim, 436-4320; (B) Tim, 316-312; (G & H) D.W.F. 10U; (O) 208; (EE) D.W.F. 9U; (GG) 202.

1914-15 (15-48)—(A) Tim, 455-4520; (B) Tim, 3154-3120.
 1915-16-17 (1, 1½ D)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (E) Tim, 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.

1915-16-17 (2-D)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) Tim, 5553-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 54U & 405; (EE) D.W.F. 9U & 310; (GG) 301 & 203; (HH) D.W.F. 6305.

1915-16-17 (3-D)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) 6553-6521; (E) 6554-6521; (G & H) 221; (J & K) 312; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; (HH) D.W.F. 6305.

1915-16-17 (4-D)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Bock, 779; (E) Tim, 6553-6521; (G & H) 222; (J & K) 313; (O) 305; (DD) 308; (EE) 309; (GG) 301 & 203; (HH) D.W.F. 6305.

1916-17 (25 Twin Six)—(A) Tim, 436-4320; (B) Tim, 316-312.
 1916-17 (5, 6 Ton)—Tim. Brgs.; (A) 6358-6321; (B) 5358-5320; (D) 861-852; (E) 6552-6521.

(Mod. 5A)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D) Tim, 861-852; (E) Tim, 6452-6420; (G & H) D.W.F. 10-U; (O) 208; (P) 308; (DD) 308; (EE) 309; (GG) 301 & 203.

(Mod. 1, 1½-E)—(A) Tim, 455-4520; (B) Tim, 3154-3120; (D) Tim, 5553-5520; (E) Tim, 5554-5520; (G & H) 217; (J & K) 309; (O) 305; (DD) D.W.F. 6406; (EE) 407; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 2-E)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) Tim, 5553-5520; (G & H) 218; (J & K) 310; (O) 305; (DD) D.W.F. 6406; (EE) 407; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 3-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 6553-6521; (E) Tim, 6554-6521; (G & H) 221; (J & K) 312; (O) 305; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 4-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) 3½ x 1½ x 7½; (E) Tim, 6553-6521; (G & H) 222; (J & K) 313; (O) 305; (DD) D.W.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305.

(Mod. 5-E)—(A) Tim, 6358-6321; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) Tim, 6552-6521; (G & H) 222; (J & K) 314; (O) 205; (DD) D.V.F. 6407; (EE) 408; (GG) 301 & 203; (HH) D.W.F. 6305.

1917 (25)—(G & H) 311; (K) 405; (O) 305; (P) D.W.F. 6308; (DD) 406; (GG) 301 & 203.
 1918-19-20-21 (1, 1½ Ton)—(A) 455; (B) 3154; (D) 5553; (E) 5554; (Spline Shaft, Rear) 308; (G & H) 217; (J & K) 309; (AA & BB) 309; (CC) 308; (DD) 406; (EE) 407.

1918-19-20-21 (2 Ton)—(A) 4554; (B) 4367; (D) 5752; (E) 5553; (Spline Shaft, Rear) 308; (G & H) 218; (J & K) 310; (AA & BB) 309; (CC) 308; (DD) 406; (EE) 407.

1918-19-20-21 (3 Ton)—(A) 6358; (B) 5358; (D) 6553; (E) 6554; (Spline Shaft, Rear) 309; (G & H) 221; (J & K) 312; (AA & BB) 310; (CC) 309; (DD) 407; (EE) 408.

1918-19-20-21 (5 & 6 Ton)—(A) 5368; (B) 5358; (D) 861; (E) 6552; (G & H) 222; (J & K) 314; (AA & BB) 310; (CC) 309; (DD) 307; (EE) 408.

1919 (EC)—(A) Tim, 4554-4520; (B) Tim, 4367-4320; (D) Tim, 5752-5720; (E) Tim, 5553-5520; (G & H) 218; (J) 1117F; (J & K) 310; (M) 2117FD; (O) 305; (P) 308; (Q) 12068; (Main Shaft Int. & BB) 310; (Main Shaft, Front) Hy, 27965; (DD) 406; (EE) 407; (Direct Drive Gear, Front & Rear) 307-308; (GG, Front & Rear) 301-203; (KK & LL) Hy, 24380.

1919 (325 & 335)—(A) Tim, 436-4320; (B) Tim, 316-312; (G & H) 311; (J & K) 305; (Main Shaft Int.) 308; (BB) 309; (Main Shaft, Front) Hy, 27995; (DD & EE) 406; (GG, Front & Rear) 301-203.

1919 (ED)—(A) Tim, 6358-6320; (B) Tim, 5358-5320; (D) Tim, 6553-6521; (E) Tim, 6554-6521; (G & H) 221; (I) 1120F; (J & K) 312; (M) 2120FD; (N) 310; (O) 305; (P) 308; (Q) 12068; (Main Shaft Int. & BB) 310; (Main Shaft, Front) Hy, 27971; (DD) 407; (EE) 408; (Direct Drive Gear, Front & Rear) 308-309; (CC, Front & Rear) 301-203; (KK & LL) Hy, 24385.

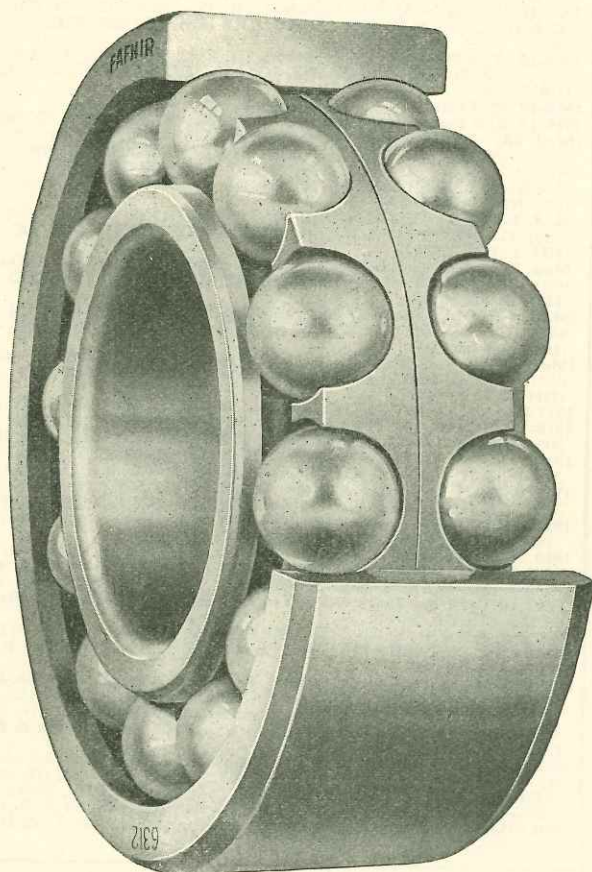
1920 (EF)—(A) Tim, 6358-6320; (B) Tim, 5358-5320; (D) Tim, 861-852; (E) Tim, 6552-6521; (G & H) 222; (I) 1121F; (J & K) 314; (M) 2123 FD; (N) 310; (O) 305; (P) 308; (Q) 12068; (Main Shaft Int. & BB) 310; (Main Shaft, Front) Hy, 27971; (DD) 407; (EE) 408; (Direct Drive Gear, Front & Rear) 308-309; (CC, Front & Rear) 301-203.

1920 (Single Six)—(A) Tim, 317-312; (B) Tim, 2687-2620; (G & H) Tim, 3598-3520; (J) Tim, 2785-2720; (K) Tim, 3381-3320.

PAIGE—1915-16-17-18 (6-46, 51-55)—(A) 308RT; (B) 305RT; (D & E) Hy, 16681; (G & H) Hy, 26056; (J) 307RT; (K) 407RT; (AA) 210; (BB) 306; (DD, EE & FF) Hy, 17014; (FF) Bronze ¾ I.D. x 1½" O.D. x 1 ½".

1915 (G

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PANHARD—1918-19 (1½ Ton)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 420-413; (E) 319-313.
1918-19 (1½ Ton)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.
1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (G) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.

PARKER—1919 (F9)—Tim. Brgs. from A-K; (A) 3762-3720; (B) 3360-3320; (D) 5756-5720; (E) 5553-5520; (G & H) 559C-552; (J & K) 539-532; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785-4543 Spec.
1919 (J9)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D) 6553-6521; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.
1919 (M9)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) H6, 27988; (DD & EE) 308; (GG) C2785-C2786 Spec.
1919 (J9P)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D) 6553-6521; (E) 5756-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.
1920-21 (F2)—Tim. Brgs. from A-K; (A) 3762-3720; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J & K) 539E-532; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 307-308; (BB) 308; (CC) 304; (DD & EE) 306; (GG) C2785-C4543 Spec.
1920-21 (J2)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D & E) 6553-6521; (G & H) 5756-5720; (J) 559-552; (K) 6375-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.
1920-21 (M2)—Tim. Brgs. from A-K; (A) 5554-5520; (B) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6375E-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C2786 Spec.
1920-21 (J20P)—Tim. Brgs. from A-K; (A) 4553-4520; (B) 4365-4320; (D) 6553-6521; (E) 5756-5720; (G & H) 5756-5720; (J) 559-552; (K) 6375-6320; (O) 205; (P) 208DR; (Q) 209 Spec.; (AA) 211-212; (BB) 309DR; (CC) Hy, 27988; (DD & EE) 308; (GG) C2785-C4543 Spec.

PARTIN-PALMER—(D & E) Bower, 208A; (J) 206; (K) 306; (O) 205; (CC) 207; (DD) 305.
1914-15-16 (38)—(F) Hy, 16779; (G & H) Hy, 26056; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.
1915-16-17 (20)—(AA) Hy, 26243; (BB) Hy, 26680.
1918—(F) Hy, 16395; (G & H) Hy, 26227.

PATERSON—1915 (48)—(F) Hy, 16692; (G & H) Hy, 26484; (J) 1407; (K) 307; (Q) 0305; (AA) 212; (BB) Hy, 17798; (BB) 307.
1916 (6-42)—(F) Hy, 16692; (G & H) Hy, 26484; (K) 307 x 1½; (Q) 0305; (AA) Hy, 17798; (BB) 307.
1916-17—(F, G & H) 209; (J) 207; (K) 409; (O) 205; (AA) 208; (BB) 307.
1917-18 (6-45)—(D & E) Bower, 209; AL; (G) Bower 209A.
1919 (6-46)—(CC) Hy, 16950; (GG) Hy, 29097.
1919-20-21 (A & K) Bk, N307; (B) Bk, N305; (D & E) Bk, N207; (G & H) Bk, N315.
1919-20-21 (Alternate Spec.)—(D & E) 276; (G & H) Bk, N209; (J) 3191; (K) Bk, N308.
1919-20-21 (6-47)—(A) Tim, 336-3320; (B) Tim, 236-2320; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (O) 205; (AA) 209; (BB) 307.
1919-20-21 (G & H) Bk, 336-33; (J) Bk, N307; (K) Bk, 315-31.
1919-20-21—(C) Bk, N210; (H) Bk, N212; (J) Bk, N308; (K) Bk, 3191-3110.

PATHFINDER—1915 (713)—(A) 308; (B) 305; (D) 310; (E) 210; (J) 0308; (K) 0407; (Q) 205.
(Ser. 6 & 7)—(A) Tim, 415-412; (B) Tim, 316-312; (D) 310; (E) 210; (O) 154C; (Q) 122C.
1916-17 (1B, 3B, 1C)—(Q) 205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (CC) 257; (DD & EE) 316-312.

PATRIOT—1919 (1½ Ton)—(G) Hy, 26084; (H) Hy, 26085; (I) Hy, 26085; (AA) Hy, 17026; (DD & EE) Hy, 16506; (FF) Hy, 16820.
1919 (1½ Ton)—(G) Hy, 26219; (AA) Hy, 57785; (DD) Hy, 17020; (EE) Hy, 16475; (GG) Hy, 29097.
1919 (2½ Ton)—(GG) Hy, 29097.
1920 (1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (G) Hy, 26219; (AA) Hy, 17026; (DD) Hy, 17014; (EE) Hy, 16506; (GG) Hy, 29097.
1920 (2½ Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (GG) 29097.

PEERLESS—1912-13-14-15-16-17-18 (5 & 6 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) SRB, W-290; (D) Tim, 6550-6521; (E) Tim, 6354-6320 (G & H) HB, 13U; (I) HB, 1114; (DD & EE) HB, 408.
1915 (Mds. 54 & 55)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333; (DD & EE) Rh. 306A.
1915 (48-6)—(A) Tim, 3363-3320; (B) Tim, 3154-3120; (C) HB, VI; (D) RBF, 110C; (E) RBF, 1166P; (G) Rh. 101C; (H) Rh. 814A; (J) Rh. 109C; (K) Rh. 307A; (AA) Rh. 109C; (BB) Rh. 106C; (DD & EE) Rh. 108C.
1916 (Mod. 56)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) HB, 205; (Q) HB, 209; (AA) 277-274; (BB) 339-333; (DD & EE) HB, 306.
1917 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (O) DR. 205; (Q) DR. 209; (P) DR. 208; (DD & EE) HB, 306.
1918 (Mod. 56)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (O) DR. 205; (P) Bower, 208N; (DD & EE) DR. 306.
1913-14 (38-6, 48-6, 60-6)—(A) Tim, 4363-4320 & 3363-3320; (B) 3154-3120; (C) HB, VI; (D) RBF, 110C; (E) RBF, 1166 Spl.; (G) RBF, 110C; (H) HB, 1114; (J) RBF, 109C; (K) HB, 307; (AA) RBF, 11C; (DD) RBF, 108C; (EE) RBF, 205C.
1916-17 (2 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
1917 (L-6, 60 HP.)—(A) Tim, 4363-4320; (B) Tim, 3154-3120.
1917 (37-6)—(A) Tim, 3363-3320; (B) Tim, 3154-3120.
1917 (Small 8)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D & E) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333.
1918 (8)—(AA) Bower, 208N; (BB) Bower, 307A.
1919 (56)—(A) Tim, 415-412A; (B) Tim, 2382-2330; (C) Tim, 3656B-3620; (F) Tim, 458T-454; (G & H) Tim, 375T-3720; (J) Tim, 317-312; (K) Tim, 439T-432; (O) SRB, 205; (AA) Router ¾ x 1½ x 1½" long; (BB) Bower, 208N&C; (CC) Bower, 307A; (DD & EE) 306.
1920-21 (56)—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2330; (F) 311; (G & H) 377-3720; (J) 3196-3120; (K) 477-432; (O) 205; (P) 309; (Q) Gurney Spec.; (BB) 308; (D & E) 306.

PENNSY—1917-18 (Mod. R)—(F) Hy, 16018; (G & H) Hy, 26063.

PIEDMONT—1919-20 (4-30)—(D & E) 208; (J) 206; (K) 306DR; (AA) 203; (BB) 207; (CC) 305.
1919 (6-40)—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2330; (D & E) 458T-458; (G & H) 375T-3720; (J) 317-312; (K) 439T-4320; (O) 205; (AA) 205; (BB) 210A; (CC) 307; (DD) 1306A; (EE) 1305AD.
1919—(A) Bk, 335; (B) Bk, 235.
1920-21 (6-40)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) 309; (G & H) Tim, 375-3720; (J) 307DR; (K) 407; (AA) 205; (BB) 210A; (CC) 307; (DD) 1306A; (EE) 1305AD.
1921 (4-30)—(A) Br. 317TX; (B) Br. 235TX; (D & E) 208; (O & AA) 203; (BB) 207; (CC) 305.

PIERCE-RACINE—1911 (Mod. K)—(F) Hy, 16701; (G & H) Hy, 16073.

PIERCE-ARROW—1910-11 (66 HP.)—Tim. Brgs.; (A) 458-4520; (B) 356-3520; (D) 5356-5320.
1910-11-12-13 (48 HP.)—(A) Tim, 439-4320; (B) Tim, 338-3320; (D) Tim, 4356-5320; (G) 213; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 308; (C) 210; (DD & EE) 308.
1910-11-12-13 (36 HP.)—(A) Tim, 340-3320; (B) Tim, 320-312; (D) Tim, 457-4520; also Tim, 461-4520; (G) 312; (H) 212; (I) 711; (J) 308; (K) 409; (BB) 308; (C) 209; (DD & EE) 307.
1912-13 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5562-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.

1912-13-14 (1½ Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5554-5520; (E) 5551-5520.
1912-13-14 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 6552-6521; (E) 6554-6521.

1913-14 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.
1914 (38 HP.)—Tim. Brgs.; (A) 415-412, also 418-412; (B) 320-312; (D) 5356-5320.
1914 (48 HP.)—Tim. Brgs.; (A) 439-4320, also 447-4320; (B) 338-3320; (D) 5565-5520.
1914 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.
1914 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.
1914 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5356-5320.
1915 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5565-5520; (G) 313; (H) 213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 308.
1915 (66 HP.)—(A) Tim, 458-4520; (B) Tim, 356-3520; (D) Tim, 5566-5520; (G & H) 313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.

1915-16-17 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.
1915-16-17 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.
1916-17 (38 HP.)—Tim. Brgs.; (A) 419-412; (B) 320-312; (D) 5358-5320.
1916-17 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5566-5520; (G) 1313; (H) 1213; (I) 712; (J) 309; (K) 410; (AA) 211; (BB) 309; (CC) 210; (DD & EE) 1308.
1916-17 (66 HP.)—(A) Tim, 463-4520; (B) Tim, 356-3520; (D) 5566-5520; (G & H) 1313; (I) 712; (J) 409; (K) 411; (AA & CC) 212; (BB) 310; (DD & EE) 406.

(Mod. 38C)—(D) HB, 212; (I) RIV. 1111; (J) HB, 308; (K) HB, 408; (Q) HB, No. 5; (AA) 209; (BB) 308; (DD) 307.
(Mod. 38C-2)—(D) 212; (E) 312; (I) RIV. 1111; (J) 308; (K) 409; (AA) 209; (BB) 308; (DD & EE) 307.
(Mod. 38C-3)—(D) 212; (E) HB, 6304; (J) HB, 308; (K) HB, 6409; (Q) HB, No. 5R; (AA) 209; (BB) 308; (DD & EE) 307.
(Mod. 48B)—(D) 212; (I) RIV. 1112; (J) 309; (K) 409; (Q) HB, 5; (AA) 211; (BB) 309; (DD) 308.
(Mod. 48B-2)—(D) 213; (E) 313; (I) RIV. 1112; (J) 309; (K) 410; (AA) 210; (BB) 309; (DD & EE) 308.
(Mod. 48B-3)—(D) 213; (E) 313; (G) 309; (H) HB, 6410; (Q) HB, No. 5R; (AA) 211; (B) 309; (DD & EE) 306.
(Mod. 66A)—(D) 313; (I) 1112; (J) 409; (K) 410; (Q) HB, No. 5; (AA) 211; (BB) 309; (DD) 308.
(Mod. 66A2)—(D & E) 313; (I) 1112; (J) 309; (K) 411; (AA) 212; (BB) 310; (DD & EE) 406.
(Mod. 66A3)—(D & E) 313; (J) 409; (K) 411; (Q) HB, No. 5R; (AA) 212; (BB) 310; (DD & EE) 406.

1919-20 (38 HP.)—(A) Tim, 419-412; (B) Tim, 320-312; (D) Tim, 5358-5320; (G) 212; (H) 312; (I) 1111; (J) 308DR; (K) 409; (O) 1105; (S & AA) 209; (BB) 403; (DD & EE) 307.
1919-20 (48 HP.)—(A) Tim, 438-4320; (B) Tim, 338-3320; (D) Tim, 5566-5520; (G) 213; (H) 313; (I) 1112; (J) 309DR; (K) 410; (O) 1105; (S & AA) 211; (BB) 309; (DD & EE) 308.
1921—(A) Tim, 438-4320; (B) Tim, 315-312; (D) Tim, 5358-5320; (G) 212; (H) 312; (I) 1111; (J) 308DR; (K) 409; (O) 305DR; (P) 210; (S & BB) 208; (AA) 212; (CC) Hy, 18125; (DD & EE) 307; (LL) 206 DR.
1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3352-3320; (D) 5755-5720; (E) 5557-5520.
1919-20-21 (5 Ton)—Tim. Brgs.; (A) 6355-6321; (B) 4364-4320; (D) 861-852; (E) 6552-6521.
1920-21 (2 Ton)—(A) Tim, 4553; (B) Tim, 3360; (D & E) N215; (G & H) N217; (J & K) N310; (CC) Hy, 02007.
1920 (5 Ton)—(CC) Hy, 02007.
1921 (3½ Ton)—Tim. Brgs.; (A) 5551-5520; (B) 440-4320; (D) 6552-6521; (E) 5755-5720.

PILOT—1915 (55)—(A) 407; (B) 405; (F) 211; (G & H) 211; (J) 1307; (K) 407; (AA) 308; (BB) 307; (CC) 304; (DD & EE) 306; Hy, 17799.
1915 (75)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (DD & EE) Hy, 17799.
1917 (6-45)—(O) 205; (AA) 208; (BB) 207; (DD & EE) 305.
1918 (6-45)—(A) Bower, 307; (B) Bower, 305; (D & E) Bower, 209AXL; (G) Bower, 209AX; (H) Gur, 209 Radial; (J) 206NDN; (K) 307A & 307DDN.
1919 (6-45)—(A) Bower, 335; (B) Bower, 235; (D & E) Gur, 309 Radial.
1919-20 (6-45)—(A) Br, 307N; (B) Br, 305AXL; (D & E) Br, 209; (G) Gur, 209; (H) Br, 209; (J) 306DR; (K) 307DR; (O & CC) Br, 205; (P, S & AA) 208; (DD & EE) 305.

PIONEER—1919-20 (18-36, C)—Tim. Brgs.; (A) 3554-3520; (B) 3196-3120; (D & E) 5752-5720; (AA, BB, CC) 455-452; (DD & EE) 5565-5520.

PITTSBURGH MACHINE TOOL CO.—1914 (Mod. A)—Tim. Brgs.; (A) 4550-4520 (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4355-4320.

POPE HARTFORD—1909-10 (Mod. S-T)—Tim. Brgs.; (A) 3354-3320; (B) 3150-3210; (D & E) 3762-3720; (J) 3363-3320; (K) 442N-4320.

1911 (W 4-Cyl., Y 6-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3363-3320; (K) 442-4320.

1912-13 (33-28 6-Cyl., 28 4-Cyl.)—Tim. Brgs.; (A) 336-3320; (B) 316-312; (C) 3655-3620; (D & E) 375-3720; (J) 3355-3320; (K) 442-4320.

1912-13 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4553-4520; (C) 443-4320; (D) 5550-5520, some 1912 use 6356-6320; (E) 5351-5320, some 1912 use 5355-5320; (J) 3363-3320; (K) 442-4320.

1913 (5 Ton)—Tim. Brgs.; (A) 6256-6321; (B) 5355-5320; (D) 6550-6521; (E) 6350-6321.

1913-14 (31-35)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 462-4520; (CC) 317; (DD & EE) 336-3320.

1913 (29)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3655-3620; (D) 462-4520; (E) 375-3720; (G) 395-3920; (H) 477-473; (J) 336-3320; (K) 438-4320; (AA & BB) 462-4520; (C) 317; (DD & EE) 336-3320.

1914 (3 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320.

- R. C. H.—1915 (D & E) Hy, 16282; (G & H) Hy, 26716; (AA) Hy, 16580; (BB) 307; (DD & EE) 305.**
- & V. KNIGHT—1920 (J) (A) Tim, 415-412A; (B) Tim, 2382-2330; (D) Tim, 458-454; (G & H) Tim, 377-3720; (J) Tim, 3196-3120; (K) Tim, 433-432; (S) Tim, 277; (AA) 235; (BB) Tim, 339; (DD & EE) Gur. 306.**
- 1920 (R) (A) Br, 336TXL; (B) Br, 236TX; (D) Br, 310DR; (G & H) Tim, 366-363; (J) Br, 307DR; (K) Gur, 407; (S) Gur, 298; (BB) Gur, 307.**
- RAINER—1918 (All Mod.) (A) Tim, 3554-3520; (B) Tim, 3161-3120.**
- 1919-20 (1 Ton) (A) 435; (B) 316.**
- 1920 (R-15) Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.**
- RANGER—1920-21 (TK-20-2) (A) Tim, 4558; (B) Tim, 3360; (D & E) Tim, 6378; (G & H) Tim, 477; (J) 456; (K) 539E; (O) 205; (P) 307; (S) 307-304; (EE) 305; (FF) 306; (GG) Hy, 29095.**
- REGAL—1915-16 (Mod. D) (D & E) 1208; (F) Hy, 16779; (G & H) Hy, 26252; (J) 206; (K) 306; (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.**
- 1916-17 (G & H) Hy, 26216; (J) 305; (K) 405; (AA) 207; (BB) 305.**
- 1918 (Mod. J) (G & H) Hy, 26216.**
- 1918 (8 or F) (AA) Hy, 27788; (BB) Hy, 26728; (DD & EE) Hy, 16506.**
- RELIANCE—1920-21 (10A 1½ Ton) Tim. Brgs. from A-K; (A) 435-4320; (B) 3191-3120; (D & E) 4553-4520; (G) 3762-3720; (H) 375-3720; (Spur Pinion Shaft) 417-412; (J) 2785-2720; (K) 3196E-3120; (O) 205; (P & AA) 208; (Q) 212; (BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG) Spec.**
- 1920-21 (20-B, 2½ Ton) Tim. Brgs. from A-K; (A) 4554-4520; (B) 3360-3320; (D & E) 5554E-5520; (G & H) 456-4520; (Spur Pinion Shaft) 447-4320; (J) 3383-3320; (K) 447-432; (O) 205; (P) 208; (Q) 212; (AA & BB) 309; (DD) 306; (EE) 307; (Drive Shaft front Bearing) 209; (GG) Spec.**
- REO—1914-15 (Mod. R-S) (A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) 26825; (DD & EE) Hy, 2454.**
- *1915 (Mod. M) (A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 27996.**
- 1916-17 (Mod. R-S) (A) Tim, 335-3320; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.**
- *1916-17 (Mod. M-N) (A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.**
- *1917 (Mod. J) (A) Tim, 4554-4520; (B) Tim, 3360-3320; (D) Tim, 5553-5520; (E) Tim, 4363-4320; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.**
- *1918 (Mod. T-U) (A) Tim, 355-3520; (B) Tim, 235-2320; (F) Hy, 16559; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) 419-412; (AA) HS, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.**
- *1918 (Mod. F) (A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G & H) Tim, 395-3920; (J) Tim, 276-2720; (K) Tim, 419-412; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) 26996.**
- 1918-19 (R, S, T, U) (F) Hy, 16559; (AA) 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.**
- 1919-20 (T6, U6) (A) Tim, 355-3520; (B) Tim, 235-2320; (Rear Axle end Brg.) Hy, 16559; (G & H) Tim, 395-3920; (Clutch Driven Gear) Hy, 16961; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.**
- 1919-20 (F) (A) Tim, 355-3520; (B) Tim, 235-2320; (D & E) Tim, 375-3720; (G) Tim, 476-4720; (H) Tim, 419-412; (Clutch Driven Gear) Hy, 16961; (AA) Hy, 27996; (BB) Hy, 26825; (DD & EE) Hy, 26996.**
- REPUBLIC TRUCK—1915 (1 Ton) (A) Tim, 3750-3720; (B) 3360-3320; (G & H) Hy, 26057; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.**
- (Mod. C) (A) 309A; (B) 307A; (D) Bower, 310N; (E) Bower, 308N; (K) DR. 310.**
- (Mod. F) (A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (CC) 307 & 304; (DD) 305; (EE) 306.**
- (A 2 Ton) (A) 310N; (B) 308N; (D & E) 311N; (G & H) Bock, 375; (J) Bock, 335; (K) Bock, 417; (O) 205; (Q) 212; (AA) 304; (BB) 307; (DD & EE) 306.**
- (Dispatch ¾ Ton) (A & B) Sheldon, 1372 & 1371; (D) 308; (E) 306; (G) Bock, 276; (H) Bock, 336; (J) Bock, 275; (K) Bock, 335; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.**
- (Special ¾ Ton) (A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) 308; (E) 306 AXI; (G) Bock, 376; (H) Bock, 336; (J) & K Bock, 275; (AA) Hy, 16957; (BB) DR. 307; (DD & EE) Hy, 16972; (FF) Hy, 26956.**
- (10 1-Ton) (A) Bower, 308N; (B) Bower, 307N; (D) Bower, 309N; (E) Bower, 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD) 308; (EE) 306.**
- (11 1½-Ton) (A) Bower, 308NX; (Tim, 435; (B) Bower, 306 NX; (Tim, 316; (D) 309N; (E) 306N; (G & H) Bock, 355; (J) Bock, 335; (K) Bock, 417; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.**
- (T 3-Ton) (A) Bower, 312; (B) Bower, 311; (D) Hy, 17897; (E) Bower, 410; (G & H) Hy, 26480; (J) 310; (K) H6, 26669; (O) 205; (AA) 304; (BB) 307; (DD & EE) 306.**
- REPUBLIC—1919-20 (10-1 Ton) (A) Tim, 419-412; (B) Tim, 3191-3120; (D) Br, 309NX; (E) Br, 306NX; (G & H) Tim, 335-3320; (J) Tim, 417-412; (K) Tim, 335-3320; (N & BB) 307; (O) 205; (AA) 304; (DD) 305; (EE) 306; (Jack hShaft) Br, 306NX.**
- 1919-20 (11X 1½ Ton) (A) Tim, 419-412; (B) Tim, 4368-4320; (K) Tim, 335-3320; (N & BB) 307; (O) 205; (AA) 304; (DD) 305; (EE) 306; (Jack Shaft) 407.**
- 1919-20 (19-2½ Ton) (A) Tim, 4554-4520; (B) Tim, 3381-3320; (D & E) Br, 311ND; (G) Tim, 375-3720; (H) Tim, 3762-3720; (J) Tim, 4368-4320; (K) Tim, 335-3320; (B & BB) 308; (Drive Shaft Inter.) 309; (AA) 304; (DD & EE) 306; (Jack Shaft) 407.**
- 1919-20 (20-3½ Ton) (A) Br, 311N; (B) Br, 312N; (D) Br, 316N; (E) Br, 315AL; (G & H) Tim, 456-452; (J) Tim, 460-452; (K) Tim, 3554-3520; (N & BB) 308; (O) 205; (Drive Shaft Inter.) 309; (AA) 304; (DD & EE) 306; (Jack Shaft) 310.**
- REVERE—1919 (C) (A) Bk, 435; (B) Bk, 316; (D, E, G & H) Bk, 375; (J) Bk, 337; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) 319.**
- 1920-21 (D, F) (A) Bk, 435; (B) Bk, 316; (D & E) Bk, 209; (G & H) Bk, 210; (J) Bk, N307; (K) Bk, 537; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (C) Tim, 306; (DD & EE) 319.**
- 1920 (A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, B210; (J) N307; (K) Bk, 537-53.**
- REYNOLDS—1920 (3½ Ton) (AA) Hy, 57789; (CC) Hy, 26965; (DD) Hy, 16426; (EE) Hy, 17074.**
- RICHMOND—1916-17 (4-35, 6-50) (F) 407; (G & H) 0311; (K) 0408; (Q) 305; (AA) 211; (BB) 307; (CC) 205.**
- RIDDLE (Coach)—1916 (10-44) (AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; 1916-17 (16) Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3650-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.**
- RIDDLE—1918-19-20-21—Tim. Brgs.: (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375T-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320.**
- RIDER-LEWIS—1920 (AA) 209; (BB) 208; (DD & EE) 305.**
- RIKER—1918 (B-BB, 3 & 4 Ton) (G & H) 218; (J & K) 311; (O) 305DR; (Q, AA & CC) 212; (BB) 309; (DD & EE) 308; (GC) 205.**
- 1919-20 (3 & 4 Ton) (G & H) 218; (J & L) 311; (Q) 212RT; (AA & CC) 212; (BB) 309; (DD & EE) 308.**
- ROAMER (G & H) 0209; (J) 0207; (K) 406; (Q) 205; (AA) 210; (BB) 307; (DD) 206; (EE) 306.**
- 1919-20-21 (654-654E-D75E) (A) Bk, N308-108; (B) Bk, 316-31; (D & E) Bk, N209-09; (G & H) Bk, B210-10; (J) Bk, N307-107; (K) Bk, 537-53.**
- 1919 (C-654) (O) 205; (AA) 210; (BB) 307; (DD) 305; (EE) 306.**
- 1920 (6-54) Tim. Brgs.: (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (D) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (CC) Hy, 16650.**
- 1920 (4-75) (A) Bk, N308; (B) Bk, 316-31; (D & E) Bk, N209; (G & H) Bk, B210; (J) Bk, N307; (K) Bk, 537-53; (CC) Hy, 16820; (DD & EE) Hy, 17799; (GG) Hy, 29095 x**
- ROBINSON—1917 (J 2-Ton) Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.**
- 1917 (K-3 1½ Ton) Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552.**
- ROCK FALLS—1919-20 (1000) (A) 418; (B) 257; (D, E, G & H) 375; (J) 335; (K) 449; (CC) Hy, 16950.**
- ROSS "EIGHT"—1915 (8-Cyl.) Tim. Brgs.: (A) 337-3320; (B) 236-2330; (D & E) 439T-4320; (G & H) 375-3720; (J) 415T-412; (K) 258-2520; (AA) Ann, 210; (BB) Ann, 306; (DD & EE) Hy, 17014.**
- 1916-17 (Mod. C) (F) 310; (G & H) 0210; (J) 306; (K) 406; (O) 205; (AA) 211; (BB) 307; (DD) 305; (EE) 306.**
- ROTHWEILER—1916 (1 Ton) (D) Tim, 3554-3520; (E) Tim, 3196-3120.**
- ROWE—1916 (D-W) Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA & BB) 357-353; (DD & EE) 339-333.**
- 1916 (E-W) Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.**
- 1917 (D-E-W) Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 357-353; (BB) 339-333.**
- 1920-21 (C, W 1½ Ton) (A & B) Bk, 308; (F) Bk, 311; (G & H) Bk, 215; (J) Bk, 407; (K) Bk, 408; (N) Bk, 308; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.**
- 1920-21 (C, D, W 2 Ton) (A) Bk, 310; (B) Bk, 308; (F) Bk, 312; (G & H) Bk, 216; (J) Bk, 407; (K) Bk, 410; (N) Bk, 308; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.**
- 1920-21 (G, S, W, C, P, W-3 Ton) (A) Bk, 310; (B) Bk, 308; (F) Bk, 314; (G & H) Bk, 217; (J & K) Bk, 408; (L) 3107-D; (N) Bk, 308; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339.**
- 1920-21 (H, W 4 Ton) (A) Bk, 312; (B) Bk, 311; (F) Bk, 317; (G & H) Bk, 219; (J) Bk, 409; (K) Bk, 413; (N) Bk, 308; (O) 205; (Q) 209; (AA & BB) Tim, 357; (CC) 306; (DD & EE) 339.**
- 1920-21 (F.W 5 Ton) (A) Bk, 315; (B) Bk, 314; (F) Bk, 319; (G & H) Bk, 220; (J) Bk, 410; (K) Lx, 414; (N) Bk, 308; (O) 205; (Q) 209; (R) 208; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) 415.**
- RUSH—1916 (1,000 lbs.) (F) Hy, 16294; (G & H) Hy, 26063.**
- 1917-18 (D ¾ Ton) (AA) Hy, 27797; (BB) Hy, 27899.**
- ST. LOUIS—1920 (35) (A) Tim, 317-312; (B) Tim, 235-2320; (D & E) Hy, 26216; (O) 203; (AA) 208; (BB) 207; (DD & EE) 305.**
- 1920 (A & B) Br, 317TX; (D & E) Br, 208A.**
- SAMSON—1920 (¾ Ton) (A) 337DR; (B) 336DR; (J) 306DR; (K) 406; (AA) 207; (BB) 306.**
- SANDOW—1915 (C 2-Ton) Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.**
- 1915-16 (2-Ton W) Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 335-3320.**
- 1916 (3 W) Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA & BB) 440-4320; (CC) 335; (DD & EE) 415-412.**
- 1918 (3½ Ton) (A) Bower, 312N; (B) Bower, 311N.**
- SANDOW—1919-20-21 (G, CC) (A) Bk, 308; (B) Bk, 307; (F) Br, 311; (G & H) 215DR; (J) 407; (K) 408; (N) 209; (O) 205; (Q) 212; (AA & CC) 304; (BB & DD) 305; (EE) 306; (FF) 1023.**
- 1919-20-21 (J) Tim. Brgs. from A-K; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (N) 299; (O) 205; (Q) 212-C2; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 344; (DD & EE) Tim, 319.**
- 1919-20-21 (M) Tim. Brgs. from A-K; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5757-5720; (G & H) 780-772; (J) 6375-6320; (K) 6375-6323; (O) 205; (Q) 122-C2.**
- 1919-20-21 (L) Tim. Brgs. from A-K; (A) 5550-5520; (B) 5351-5320; (C) 5354-B-5320; (D) G & H 780-772; (E) 6552-6521; (J) 6455-6422; (K) 6375-6323; (O) 205; (Q) 122-C2.**
- SANFORD—1917 (Mod. O-R-S) (AA) Tim, 277-274; (B) Tim, 339-333.**
- 1917-18-19 (25) (A) TR. 310; (B) TR. 309; (C) Sheldon, A392; (F) 314 DR; (G & H) 217 DR; (J) 408; (K) 408; (M) 3107D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 210; (BB) 212; (DD & EE) 307.**
- 1917-18-19 (35) (A) TR. 312; (B) TR. 311; (C) Sheldon A415; (F) 317 DR; (G & H) 219; (O) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.**
- 1917-18-19 (50) (A) TR. 312; (B) TR. 311; (C) Sheldon, A415; (F) 319 DR; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110D; (O) 205; (P) 308; (Q) B. & BD. 41; (AA) 211; (BB) 212; (DD & EE) 308.**
- 1920 (25 2½ Ton) (A) Br, 310; (B) Br, 308; (C) A-392 Assem.; (D) 314DR; (G & H) 217DR; (J & K) 408; (M) 3107-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.**
- 1920 (35 3½ Ton) (A) Br, 312; (B) Br, 311; (C) A-415 Assem.; (D) 317DR; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim, 419-336; (BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339.**
- 1920 (50-5 Ton) (A) Br, 312; (B) Br, 311; (C) A-415 Assem.; (D) 319DR; (G & H) 219; (I) SKF. 918; (J) 409; (K) 410; (M) 3110-D; (O) 205; (P) 308; (Q, R, GG, KK & LL) Spec.; (AA) Tim, 439; (BB) Tim, 435; (CC & DD) Tim, 415; (EE) Tim, 335.**
- SAUER—(5 Ton) (A) 408; (D) 315; (E) 409; (K) 313; (T) 209; (U) 210; (V) 206.**
- (6½ Ton) (K) 314.**
- (D) 319; (E) 413; (G & H) F & S 218; (Q) 204; (T) 206; (U) 209; (W) HB 411; (X & Y) F & S 221; (FF) 302; (HH) 303.**
- SAXON—1916-17 (4-14, B-2) (F) Hy, 16251; (G & H) Hy, 26231; (AA) Hy, 1625 (K) Tim 315-312.**
- 1916-17 (S-4, 6-B-2) Tim. Brgs.: (A) 257-2520; (B) 235-2320; (D) 317T-312; (G) 288-284; (H) 355-3520; (K) 334-3320; (AA) Hy, 26518.**
- 1917 (S-5) Tim. Brgs.: (A) 257-2520; (B) 235-2320; (D) 360T-3520; (G) 288-284; (H) 355-3520; (K) 334-3320.**
- 1917 (4 Cyl.) (F) Hy, 16251; (G & H) 26231; (AA) Hy, 16255.**
- 1918 (6 Cyl.) (AA) Hy, 26518.**
- 1920-21 (A) Gilliam 317-312; (B) Gilliam 236-2520; (D) 415; 412; (G & H) Gilliam 3595-3590; (J) Gilliam 257-2520; (K) Gilliam 3381-3320; (O) 303; (Q) 208RT; (GG) Hy, 26972.**

SAYERS & SCOVILLE—1919—(A) Br, 307N; (B) Br, 305AXL; (D, E, G & H) 209; (J) 306DR; (K) 406; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306.
1919-20-21 (E, F, G)—(A) 435; (B) 316.
1920-21 (CP, DP)—(A) Bk, 317; (B) Bk, 235-23; (D & E) Bk, N207; (G & H) Bk, 336; (J) Bk, N307; (K) Bk, 315; (O) 205; (AA) 308; (BB) 307; (CC) Hy, 16950; (DD) 305; (EE) 306.

SCHACHT—1915 (1 & 2 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3350-3320; (C) 341-3320; (D & E) 5755-5720.

1915-16-17 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5755-5720.

1915-16-17 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D & E) 5755-5720.

1917-18-19-20 (B-C-2, 2½, 3, 3½ Ton)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (C) Tim, 341B-3320; (D & E) Tim, 5755-5720; (G & H) 214; (I) SKF, 913; (J) SKF, 1716; (K) 408; (N) 308; (AA) 307; (CC) SKF, 2304; (DD) 306; (FF) SKF, 2209; (GG) Hy, 29097.

1918-19-20 (B-C, 5 Ton)—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (C) Tim, 5354-5320; (D & E) 779-772; (G & H) 219; (I) SKF, 918; (J) SKF, 1718; (K) 409; (N) 308; (AA) 307; (CC) SKF, 2304; (DD) 306; (FF) SKF, 2209; (GG) Hy, 29097.

1920 (D-2½, 3½ Ton)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D & E) Tim, 5755-5720; (G & H) 214; (I) SKF, 913; (J) SKF, 1716; (K) 408; (N) 308; (AA, FF) 309; (CC & DD) 306; (GG) Hy, 29097.

1920 (D) 5 Ton—(A) Tim, 5550-5520; (B) Tim, 5351-5320; (D & E) Tim, 779-772; (G & H) 219; (I) SKF, 918; (J) SKF, 11118; (K) 409; (AA, FF) 309; (CC, DD) 306; (GG) Hy, 29097.

SCHWARTZ—1918-19 (1 Ton)—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

1918-19 (2 Ton)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (C) 375-3720; (H) 3762-3720; (J) 335-3320; (K) 4368-4320.

1920—Tim. Brgs.; (A) 419-412; (B) 3191-3120; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J, BB) 335-3320; (AA) 337-3320; (DD & EE) 316-312.

1920 (C)—Tim. Brgs.; (A) 4554-4520; (B) 3381-3320; (C) 375-3720; (H) 3762-3720; (J, BB) 335-3320; (K) 4368-4320; (AA) 337-3320.

1920 (D)—Tim. Brgs.; (G & H) 456-452; (J) 3554-3520; (K) 460-452; (AA & BB) 357-353; (DD & EE) 339-333.

SCRIPPS—1916 (Mod. C)—(A) 306; (B) 304; (D) 308; (E) 208; (F) Hy, 16392; (G & H) Hy, 26253; (G & H) 0209 Radax; (J) 206; (K) 306 DR; (O) 302; (AA) 207; (BB) 306.

1917 (Mod. C)—(A) 306; (B) 304; (D) 308; (J) 0208; (K) 0406; (O) 302; (AA) 207; (BB) 306.

1917 (Mod. D)—(A) 307; (B) 305; (F) Hy, 16691; (G & H) Hy, 26063; (J) 306; (K) 1406; (O) 302; (AA) 207; (BB) 306.

1918-19 (6-39, 6-40)—(F) Hy, 26394; (G & H) Hy, 26223.

1918 (Mod. H)—(F) Hy, 16691; (G & H) Hy, 26063.

1918 (Mod. G)—(F) Hy, 16395; (G & H) Hy, 26227.

1918 (Mod. C)—(F) Hy, 16395; (G & H) Hy, 26227.

1919 (6-39, 40, 41, 42)—(J) 306 DR; (K, BB) 307; (AA) 210.

1919 (G)—(J) Tim, 319-312; (K) Tim, 348-3320.

1920 (B Series)—(D & E) Hy, 26394; (G & H) Hy, 26223.

SEAGRAVE—1915—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320.

1915—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320.

1917 (Mod. L)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320.

1917 (T-750, S-1000)—Tim. Brgs.; (A & D) 5550-5520; (B) 5351-5320; (C) 5354-5320; (E) 5551-5520.

SELDEN—1916 (1½ Ton)—Tim. Brgs.; (D) 4553-3520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1916 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1916 (JW, JWL)—Tim. Brgs.; (A) 3762-3720; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) Ann, 205; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1916 (JC 2-Ton)—Tim. Brgs.; (AA) 336-3320; (BB) 337-3320; (CC) 257; (DD & EE) 316-312.

1916 (TL 1-Ton)—Tim. Brgs.; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.

1916 (N 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 559-552; (AA & BB) 357-353; (CC) 257; (DD & EE) 339-333.

1918 (TWL)—(A) Bock, 308; (B) Bock, 307; (D) Tim, 4554-4520; (E) Tim, 3762-3720; (G & H) Tim, 456-454; (J & K) Tim, 456-453; (O) 209; (S) 205; (AA) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) Gur, 306.

1918 (JWB)—(A) Bower, 310 A; (B) Bower 308A; (D & E) Tim, 5553-5520; (G & H) Tim, 559-552; (J & K) Tim, 539-532; (O) 209; (S) 205; (AA) Tim, 337-3320; (BB) Tim, 335-3320; (DD & EE) Tim, 316-312.

1918 (JCB)—(A) Bower, 310A; (B) Bower, 308A; (D) Bower 5553T; (E) Bower, 4554T; (G & H) ND, 208; (J) ND, 306; (K) Hy, 26219; (O) 209; (S) 205; (AA) Tim, 337-3320; (BB) 335-3320; (DD & EE) Tim, 316-312.

1918 (NL)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 5755-5720; (E) 6552-6521; (G & H) 5756-5720; (J) 559-552; (K) 6359-6320; (O) DR, 209; (S) Gur, 205; (AA & BB) 357-353; (CC) 306 no cup; (DD & EE) 339-333.

1918 (DL)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6359-6320; (K) 6359-6321; (O) 439-4320; (S) Gurney, 205; (AA) 439-4320; (BB) 440-4320; (CC) 335 no cup; (DD & EE) 415-412.

1919 (A-1½ Ton)—Tim. Brgs.; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453; (O) 205; (AA) 277-274; (BB) 339-333; (DD & EE) 306; (GG) Hy, 29097.

1919-20 (AB, B-1½ Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D & E) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (AA) 277-274; (BB) 339-333; (CG) Hy, 29097.

1919 (JWB-2 Ton)—Tim. Brgs.; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312; (GG) Hy, 29097.

1919 (DL-5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6454-6420; (K) 6359-6320; (AA) 439-4320; (BB) 440-4320; (DD & EE) 415-412; (GG) Hy, 29097.

1920 (A-2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205; (AA & BB) 357-353; (DD & EE) 339-333; (GG) Hy, 29097.

1920 (A-3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359E-6320; (O) 205; (AA & BB) 357-353; (DD & EE) 339-333; (GG) Hy, 29097.

SENECA—1917—(F) 208; (G & H) 208; (J) 305S Radials; (K) 0307; (Q) Special; (AA) 307; (BB) 305.

1926 (Mod. L)—(G & H) Hy, 26216; (J) 206; (K) 306DR; (Clutch Housing, Rear, O) 207; (AA) 208; (BB) 306.

1920 (L-20)—(A) Br, 317TX; (B) Br, 235TX; (G & H) Br, 208AX; (Peru Axle 59R)—(Borg & Beck Clutch, Mod. 8)

S. J. R.—1917—(A) 307; (B) 305; (D) 308; (E) 308.

SERVICE—1916 (HW 70)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA, BB, DD & EE) 335-3320.

1916 (P-W)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA, BB, DD & EE) 335-3320.

1916 (Mod. H)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB) 419-412; (DD & EE) 339-333; (E) 456C-454; (J & K) 539C-532; (AA) 336-3320; (BB) 419-412; (DD & EE) 339-333.

1917 (120 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532.

1917 (170, 175, 3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559-552; (AA & BB) 439-4320; (DD & EE) 415-412.

1917 (130 1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G, H, J & K) 559C-552; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD) 335-3320.

1917 (140 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E)

5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 415-412; (CC) 257; (DD & EE) 335-3320.

1917 (200 5-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (AA & BB) 439-4320; (DD & EE) 415-412.

SERVICE—1919-20 (220)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 5550-5521; (G & H) 477-473; (J & K) 456-453; (O) 205; (P) 307; (Q) 1212 Spec.; (BB) 307DR; (CC) 304DR; (DD) 305DR; (EE) 306DR; (FF) 1023 Spec.

1919 (31, 36 & 41)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539E-532; (O) 205; (P) 308; (AA) 336-3320-419-412; (BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG) C-161 Spec.

1919 (71-76)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559-552; (K) 6359E-6320C; (O) 205; (P) 308; (Q, GG) Spec.; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1919 (101)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6520; (J & K) 6359E-6320C; (O) 205; (P) 308; (Q) B & B Spec.; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412; (GG) C-1505 Spec.

1920-21 (31-36)—Tim. Brgs.; (F) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539-532.

1920-21 (51)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205; (P) 308; (AA) 336-3320-419-412; (BB) 357-353; (CC) 306; (DD & EE) 339-333; (GG) C-1505 Spec.

1920-21 (71-76)—Tim. Brgs.; (G & H) 5757-5720; (K) 6375E-6320.

1920-21 (101)—Tim. Brgs.; (J) 6375E-6323; (K) 6455E-6422.

1921 (15)—Tim. Brgs.; (B) Tim, 2687-2620; (F) Bk, 573T; (G & H) Bk, N212; (J) Bk, N308; (K) Bk, N307; (O) 205; (P) Tim, 277-274; (BB) Tim, 339-333; (DD & EE) Tim, 306-303; (GG) C-2802 Spec.

SEVERIN—1920—Tim. Brgs.; (A) 336-3320; (B) 236-2320; (F) 310DR; (G & H) 366-363.

1921 (H)—(A) Br, 419TX; (B) Br, 257TX; (F) 311DR; (G & H) Tim, 385-383; (J) 308DR; (K) Hy, 56654; (CC) Hy, 16828.

SHAW—1919 (M-Taxi)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (AA) 277-274; (BB) 339-333.

1919 (Taxi)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (AA) 339-333; (BB) 277-274.

1920 (Touring)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532; (AA) 339-333; (BB) 277-274; (GG) Hy, 29095.

SHERIDAN—1921—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 462-454; (H) 559-552; (J) 439-432; (K) 539-532.

SIGNAL—1915-16 (Mod. A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 455-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532; (AA) 439-4320; (BB) 435-4320; (CC) 335; (DD & EE) 415-412.

1915 (Heavy A)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G) 559C-552; (H) 539C-532.

1916 (Mod. J)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257.

1916 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6520; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 439-4320; (BB) 435-4320; (DD & EE) 415-412.

1917 (F 1-Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G & H) 559-552; (J & K) 539C-532.

Regarding Service on Bearings

IN order to continue for the millions of car and truck owners, a broad and comprehensive service on Timken, Hyatt and New Departure bearings, the present plan whereby the Bearings Service Company has acted for six years as the service department of the manufacturers of Timken, Hyatt and New Departure bearings has been supplanted by a new arrangement.

APART of this arrangement will be consummated beginning October 1, 1922 and the plan in full will be completed by January 1, 1923.

THE Bearings Service Company throughout its organization will continue to service Timken bearings just as it always has in the past until January 1, 1923.

BEGINNING October 1, 1922, United Motors Service Incorporated will begin to act for the Hyatt Roller Bearing Company and for the New Departure Manufacturing Company as the service department of these bearing manufacturers in a similar manner to the way in which the Bearings Service Company has acted in the past.

DURING the months of October, November and December, 1922, the Bearings Service Company and after that date The Timken Roller Bearing Service and Sales Company will act in the servicing of Hyatt and New Departure bearings as authorized service distributors for these products in the following cities where it has direct branches but where United Motors Service does not have branches.

Pittsburgh.....117 S. Highland Ave.
Portland.....24 N. Broadway
Brooklyn.....1408 Bedford Ave.
Fresno.....907 Van Ness Ave.
Milwaukee.....145 Oneida St.
Salt Lake City.....64 W. 4th St. S.

Baltimore.....1041 Cathedral
Newark.....458 Broad St.
Oklahoma City.....1116 N. Broadway.
Richmond.....1309 W. Broad St.
Birmingham.....613 S. 20th St.
Winnipeg.....327 St. Mary's Ave.

ON and after January 1, 1923, a new concern to be known as The Timken Roller Bearings Service and Sales Company will service Timken Tapered Bearings and maintain direct branches in the same 32 cities and at the same addresses at which the Bearings Service Company's direct branches are now located.

Bearings Service Company

THIRTY-TWO BRANCHES

Atlanta
Baltimore
Birmingham
Boston
Brooklyn

Buffalo
Chicago
Cleveland
Dallas
Denver

Detroit
Fresno
Indianapolis
Kansas City

Los Angeles
Milwaukee
Minneapolis
Newark

New Orleans
New York
Oklahoma City
Omaha
Philadelphia

Pittsburgh
Portland, Ore.
Richmond
Salt Lake City
San Francisco

Seattle
St. Louis
Toronto
Winnipeg

Approximately 1000 Distributors in Other Cities

STANDARD—Continued

1916—(O) 205; (AA) 211; (BB) 307; (DD & EE) 306.
 1919-20-21 (56, 1K)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (F) 539-532; (G & H) 397-392; (J) 444-432; (K) 456-453; (N) SKF. 1304-A; (O) 205; (P) 277; (Q) 209; (BB) 339; (CC) 235; (DD & EE) 306.
 1919-20 (76)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578-5521; (O) 205; (P) 208DR; (Q) 209; (AA) 337; (BB) 339; (CC) 306; (DD & EE) 319.
 1919-20 (66)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375-6323; (O) 205; (P) 208DR; (Q) 209; (AA) 419-336; (BB) 357; (CC) 306; (DD & EE) 339; (KK & LL) 579.
 1919-20-21 (86, 5K)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 6375-6323; (K) 6455-6422; (O) 205; (P) 208DR; (Q) 209; (AA) 439; (BB) 435; (CC) 335; (DD & EE) 415; (KK & LL) 579.

STANDARD SIX—1914-15 (Touring)—(F) Hy, 16722; (G & H) Hy, 26062.

1916-17 (Pleas.)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.
 1918 (Mod. E)—(DD & EE) Hy, 17799.

STANDARD "8"—1919 (H)—Tim. Brgs.; (A) 415-3416; (B) 2382-2330; (E) 458T-454; (G & H) 375T-3720; (J) 317-312; (K) 439T-432; (O) 205.
 1920 (I)—Tim. Brgs.; (A) 415-412A; (B) 2382-2330; (C) 3656B-3620; (E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205.

STANLEY—1915 (8-14)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (G & H) 435-4320.
 1915 (716)—Tim. Brgs.; (A) 415-412; (B) 316-312; (G & H) 415-412.

1916-17 (716-724)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 456-4520; (G & H) 435-4320.
 1920-21 (735)—(A) Bk, N308-108; (B) Bk, 316-31; (F) 211DR; (G & H) Bk, 435-43; (Dynomio Pinion—Drive Rod Gear for Pumps) 205; (Pump Drive Rod Crank) 202.

STANWOOD—1920—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, N210; (K) Bk, 3191-3110; (J) Bk, N308.

STEARNS KNIGHT—1914 (SK 4)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 304; (AA) Ann, 210; (BB) Ann, 308; (DD) Ann, 394; (E) 306.

1914 (SK. 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D) 397-394; (E & G) 375-3720; (H) 539-532; (O) Ann, 305; (AA) 310; (BB) Ann, 3090; (DD & EE) 306.

1915 (SK. 4)—(A) Tim, 419-412; (B) Tim, 316-312; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) 539-532; (J & K) 308; (O) 304; (AA) 210; (BB) 308; (CC) 304; (DD & EE) 306.

1915 (SK. 6)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3650-3620; (D) Tim, 397-394; (E & G) Tim, 375-3720; (H) Tim, 539-532; (J) 308; (K) 309; (O) 304; (AA) 310; (BB) 309; (CC) 305; (DD & EE) 306.

1916-17 (4)—(F) Hy, 26777; (G & H) Hy, 27032; (DD & EE) Hy, 17799; (FF) Hy, 26972; (J) 209DR; (AA) 210; (BB) 307.

1916 (8)—(F) Hy, 17074; (G & H) Hy, 27032; (DD & EE) Hy, 17799; (FF) Hy, 26972; (J) 308DR.

1917 (Pleas.)—(A) Tim, 415-412; (B) Tim, 258-2520.
 1917 (SKL-432 (SK-8-33)—(F) Hy, 17074; (G & H) Hy, 27032; (DD & EE) Hy, 17799; (FF) Hy, 26972.

1918 (SKL-8, SKL-4)—(F) Hy, 17074; (G & H) Hy, 26474; (DD & EE) Hy, 17799; (FF) Hy, 26972.

1919-20-21 (SKL-4)—(A) Bk, 418-41; (B) Bk, 316-31; (F) Hy, 17074; (G & H) Hy, 26474; (J) Hy, 27793; (K) 308DR; (O) Hy, 27787; (P, AA) 210; (BB) 307; (CC) Hy, 16828; (DD & EE) Hy, 27799; (FF) Hy, 26972.

STEGMAN—1915 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4558-4520; (E) 4365-4320.

1915 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5550-5520; (E) 4365-4320.

1915 (3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6356-6321; (E) 5355-5320.

1917 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB) 335-3320; (CC) 257; (DD & EE) 316-312.

1917 (2½ Ton)—Tim. Brgs.; (A) 3360-3320; (B) 4558-4520; (D & E) 5756-5720; (G & H) 559-552; (J & K) 539-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1917 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (D) 861-852; (E) 6552-6521; (G & H) 5756-5720; (J & K) 559-552; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.

STEPHENS (Six)—(A) Bower, 307N; (B) Bower 305A; (D & E) Bower, 210A; (G & H) 209RT; (J & K) 406; (O) 205; (BB) 307.

1919 (1-Series 80)—(A) Br, 307N; (B) Br, 305AXL; (D & E) Br, 210AXL; (G & H) 209; (J) 306; (K) 406; (S, AA) 209DR; (BB) 307DR; (P, Q, GG, KK & LL) Spec.; (O) 205.

1919-20 (2, 3-Series 80)—(A) Bk, N307; (B) Bk, N305; (D & E) Bk, 276-27; (G & H) Bk, 209-09A; (J) Bk, 308; (K) 3191; (O) 205; (Q, GG, KK & LL) Spec.; (S, AA) 209DR; (BB) 307DR.

1921 (4-Series 80)—Tim. Brgs. from A-K; (A) 415-412A; (B) 2382-2320; (F) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205; (Q, GG, KK) Spec.; (S, AA) 209DR; (BB) 307DR.

STERLING—1919-20-21 (1½ Ton)—Tim. Brgs.; (A) 4364-4320; (B) 3161-3120; (D) 6378-6320; (G & H) 477-473; (J) 456-453; (K) 539E-532; (N) 309; (O) 205; (Q) 209; (AA) 344-333; (BB) 339-333; (CC) 306-303; (DD & EE) 319-313; (GG) Hy, C600; (HH) Hy, 27095.

1919-20-21 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 307; (O) 205; (Q) 209; (AA) 344-333; (BB) 339-333; (CC) 306-303; (DD & EE) 319-313; (GG) Hy, C600; (HH) Hy, 27095.

1919-20-21 (2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (N) 307; (O) 205; (Q) 209; (AA & BB) 357-353; (CC) 306-303; (DD & EE) 339-333; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4420; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 204; (P) 308; (Q) 209; (AA) 210; (BB) 214; (CC) Hy, 17987; (DD) 307; (EE) 309; (FF) Hy, 27985; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (5 Ton-Worm)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J & K) 6359-6320; (O) 305; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (5 Ton-Chain)—Tim. Brgs.; (A) 5550-5520; (B) 5357-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (G & H) Hy, 56657; (Jack Shaft Bearing R & L) 313 DR; (O) 305; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

1919-20-21 (7½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 780-772; (E) 6552-6521; (Jackshaft Bearing R & L) 313DR; (O) 205; (P) 308; (Q) 210; (AA) 212; (BB) 214; (CC) Hy, 17987; (DD & EE) 309; (FF) Hy, 27986; (GG) Hy, C-600; (HH) Hy, 27095.

STERNBERG & AMS STERLING—1912-13-14-15 (2, 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5351-5320.

1912-13-14-15 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1914-15 (6, 7 Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5355-5320; (C) 5354-5320; (D) 6550-6521; (E) 6354-6321.

1916 (5 Ton)—Tim. Brgs.; (D) 6550-6521; (E) 6354-6321; (AA) 440-4320; (BB) 435-4320; (CC) 335 cone; (DD & EE) 415-412.

1916 (2, 3½ Ton)—Sterling numbers 3003 to 3102; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209; (AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) Tim, 257.

1915-16 (3½ Ton)—Sterling numbers 3243 to 3557; (A) 312; (B) 311; (F) 317; (G & H) 219; (J) 409; (K) 410; (O) 205; (Q) 209.

1917 (2½, 3½ Ton)—(AA) Tim, 337-3320; (BB, DD & EE) Tim, 335-3320; (CC) 257.

1917 (3½ Ton)—(Q) 209; (AA) 214; (BB) 309; (DD & EE) 307.

1917 (5 Ton)—(O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

1917 (7 Ton)—(D) Tim, 936-932; (E) Tim, 6554-6521; (O) 305; (P) 308; (Q) 210; (AA) Tim, 440-4320; (BB) Tim, 435-4320; (CC) Tim, 335 cone; (DD & EE) Tim, 415-412.

STEVENS DURYEA—1909 (5, 8, 9, A)—Tim. Brgs.; (D & E) 4354-4320; (G) 3762-3720; (H) 3955-3920; (J) 3356-3320; (K) 435-4320.

1910-11 (AA, AAA)—Tim. Brgs.; (A) 357-353; (B) 305-303.

1910 (Mod. S)—(A) 308; (B) 404; (D) 210; (E) 311; (J) 309; (K) 311; (AA) 307; (BB) 308; (DD & EE) 306.

1915 (6)—(A) 309; (B) 405; (D) 310; (E) 311; (J) 309; (K) 311; (AA) 308; (DD & EE) 306; (GG) 2 No. 303; (HH) 303.

1920 (E)—(A) 309; (B) 405; (C) 2993; (D, G, H, K) 311; (E) 210; (J) 309DR; (O, DD & EE) 306; (Q, KK & LL) Spec.; (BB) 308; (GG) 302; (HH) 303DR.

STEWART IRON WORKS—1913 (1 Ton)—Tim. Brgs.; (A) 3757-3720; (B) 3362-3320; (D) 4553-4520; (E) 4351-4320.

STEWART—1918 (8)—(A) Br, 308AXL; (B) Br, 305AXL.

1920—(B)—(A) Bk, 336; (B) Bk, 236.

1916 (1,500 lbs.)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; Hy, 16670; (G) 456-454; Hy, 26069; (H) 559-552; Hy, 26069; (J) 439-4320; (K) 539-5320; Hy, 26668.

1916 (Delivery)—Tim. Brgs.; (A) 337-3320; (B) 236-2330; (D) 439T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.

1918 (1,500 lbs.)—(F & J) 306DR; (O) 205; (AA) 207DR; (BB) 305DR.

1918 (1½ Ton)—(E & J) 307DR; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1918 (2 Ton)—(E) Br, 308; (J) 307DR; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (¾ Ton)—(D & J) 306DR; (O) 203; (AA) 207DR; (BB) 305DR.

1919 (1, 1½ Ton)—(A) Bk, 435; (B) Bk, 316; (D & E) Hy, 16670; (F) 307DR; (G & H) Hy, 26069; (J) Hy, 26668; (O, Q) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.

1919-20 (2 Ton)—(A) Bk, 455; (B) Bk, 355; (D & E) Hy, 26662; (G & H) Hy, 26388; (J) Hy, 26777; (O) 205; (AA & BB) 307; (CC) 304; (DD & EE) 306.

1919 (3½ Ton)—(D & E) Hy, 47897-47893; (G & H) Hy, 26480; (J) Hy, 26669; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.

1919-20-21 (Deliver 11)—(A) Bk, 336; (B) Bk, 236.

1920 (8, 12-1 Ton)—(D & E) Hy, 46670; (G & H) Hy, 26069; (J) Hy, 26668; (O) 205; (AA) 209; (BB) 307; (GG) Hy, 29097.

1920 (9-1½ Ton)—(D & E) Hy, 46670; (G & H) Hy, 26069; (J) 26668; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1920 (11-¾ Ton)—(D & E) Hy, 46667; (G & H) Hy, 26391; (J) Hy, 16594; (O) 205; (AA) 209; (BB) 307; (GG) Hy, 29097.

1920 (10-3½ Ton)—(D & E) Hy, 47893; (G & H) Hy, 26480; (J) Hy, 26669; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.

1920 (7 X)—(D) 308DR; (J) 307DR; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306;

STODDARD DAYTON—1912 (30-38)—(D) 309; (E) 209; (G & H) Hy, 26056; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.

1912 (S.D.-48)—Tim. Brgs.; (A) 336-3320; (B & J) 317-312; (G, H & K) 375-3720.

1912 (48-58 Knight)—Tim. Brgs.; (A) 336-3320; (B) 317-312; (G, H & K) 456-4520; (J) 337-3320.

1912-13 (H 2-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4353-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G, H & AA) 3762-3720; (J) 417-412; (K) 3554-3520; (BB) 417-412; (DD & EE) 3360-3320.

1912-13 (K 3-Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G, H & AA) 3955-3920; (J & BB) 3762-3720; (K) 955-920; (DD & EE) 3459-3420.

1912-13 (M 5-Ton)—Tim. Brgs.; (A) 6356-6321; (B) 5325-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G, H & AA) 3955-3920; (J & BB) 455-4520; (K) 954-920; (DD & EE) 3459-3420.

STOUGHTON—1920-21 (A-1-Ton)—(A) Bk, 308; (B) Bk, 307; (F) 311DR; (G & H) 213; (J) 307; (K) 407DR; (N) 307; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

1920-21 (¾ Ton)—(A) Bk, 308; (B) Bk, 307; (F) 311DR; (G & H) 215DR; (J) 407; (K) 408DR; (N) Tim, 335-3320; (O) 205; (Q) 209; (A) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.

1920-21 (D-2 Ton)—(A) Bk, 310; (B) Bk, 308; (F) 312DR; (G & H) 216DR; (J) 407; (K) 410DR; (N) Tim, 335-3320; (O) 205; (Q) 209; (AA) Tim, 344; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319.

SULLIVAN—Continued

1917 (Mod. E)—Tim. Brgs.; 520 Front Axle; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (O) 205; (AA) 337-3320; (BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.
 1917 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6551.
 1915-16-17 (1½ Ton)—(G & H) Hy, 26057; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
 1918-19 (1½ Ton)—(AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516.
 1918 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gur, 205.
 1918 (Mod. F)—Sheldon D-343 Front Axle Bock Brgs.; (D & E) Tim, 6552.
 1919 (Mod. E)—Tim, 1520 Front Axle; (D & E) Tim, 6552; (O) Gurney, 205.
 1920 (H)—(O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339;
 1920 (E-2 Ton)—(O) 205; (AA) Tim, 337; (BB) Tim, 335; (CC) Tim, 257; (DD & EE) Tim, 316.

SUN—1916 (16)—(F) 209; (G) 0209; (H) 209; (J) 207; (K) 307; (O) 205; (AA) 209; Hy, 27997; (BB) 307; Hy, 27899; (D & E) Hy, 26972; (FF) Hy, 26956; also (D & E) Bower, 209AL.
 1917 (17)—(D & E) Bower, 209AL; (F) 309; (BB) 307; (CC) 210; (DD) 305; (EE) 306.

SUPER TRUCK—1919 (30-1½ Ton)—(O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.
 1919 (60-3, 70-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 413DR; (O) 205; (Clutch Housing, Rear) 208; (AA & BB) 308; (CC) 304; (DD & EE) 306.
 1919 (100-5 Ton)—(A) 315DR; (B) 314DR; (F) 319DR; (G & H) 220DR; (J) 410; (K) 414DR; (O) 205; (AA & BB) 310; (CC) 305; (DD) 307; (EE) 308.
 1919 (40-2 Ton)—(A) Tim, 4554-4520; (B) Tim, 3660-3220; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (GG) Hy, 29097.
 1919-20 (50-2½ Ton)—(A) 310DR; (B) 309DR; (F) 314DR; (G & H) 217DR; (J & K) 408; (O) 205; (Clutch Housing, Rear) 208; (AA & BB) 308; (CC) 304; (DD & EE) 306.
 1920 (30-1½, 40-2 Ton)—(GG) Hy, 29097.
 1920 (70-3½ Ton)—(A) 312DR; (B) 311DR; (F) 317DR; (G & H) 219; (J) 409; (K) 410; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306; (GG) Hy, 29097.
 1920 (100-5, 150-7½ Ton)—(A) 312DR; (B) 311DR; (F) 319DR; (G & H) 220DR; (J) 410; (K) 414DR; (AA) 309; (BB) 310DR; (CC) 310; (DD) 308; (EE) 309; (GG) Hy, 29097.

TAIT BROS.—1917 (A 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 335-3320; (DD & EE) 316-312.
 1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

TARKINGTON—1920—Tim. Brgs.; (A) 3381-3320; (B) 2380-2320; (D) 439T-432; (G & H) 375-3720; (J) 2786-2720; (K) 441-432.

TEGETMEIER & REIPE—1918-19 (M)—Tim. Brgs.; (A) 4558-4521; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
 1920 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521.

TEMLAR—1919-20-21 (445-A445)—(A & J) Bk, 335; (B & C) Bk, 236; (F) 307DR; (G & H) Bk, 355; (AA) 210; (BB) 307; (GG) Hy, 29095.

TEXAN—1918 (Pleas.)—Tim. Brgs.; (A) 317-312; (B) 235-2330; (D & E) 277-274.
 1920 (A-38)—(G & H) Hy, 26216; (J) 306DR; (K) 206; (O) 205; (AA) 207.

THOMAS, E. R.—1911 (7-8-9-12 K-2, K-3)—(A) Tim, 3750-3720; (B) Tim, 3154-3120.
 1912 (6-40 MC)—(A) Tim, 419-412; (B) Tim, 316-312; (C) Tim, 3654-3620; (D, E & G) Tim, 375-3720; (H) Tim, 456-4520; (I) HB, 110-F; (J) Tim, 336-3320; Ann, 409; (K) Tim, 435-4320; Ann, 212; (O) Tim, 395-3920; Ann, 206; (AA) 307; (BB) 308; (DD & EE) 406; (GG) 203.
 1916 (M-C)—Tim. Brgs.; (D & E) 375-3720; (C) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532.

THOMAS AUTO TRUCK—1917 (40)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

THREE POINT TRUCK—1920 (A-13)—Tim. Brgs.; (A) 6358-6320; (B) 4364-4320; (G & H) 780-772; (J & K) 6377-6320; (BB) 539-532; (DD & EE) 4364-4320.

TIFFIN—1917 (M-W 2-Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.

1917 (M-C 3-Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698.
 1918 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5553-5520; (G) 559-552; (H & J) 539D-532.
 1918 (MC-2, 2½, 3 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 5550-5520; (E) 5355-5320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
 1919-20-21 (1½, 2½ Ton)—(A) Bk, N310; (B) Bk, N308; (AA) Hy, 26557; (BB) Hy, 26697; (DD & EE) Hy, 16698; (GG) Hy, 29097.
 1919-20-21 (3½ Ton)—(A) Bk, N312; (B) Bk, N311; (AA) Hy, 57789; (BB) Hy, 57896; (DD & EE) Hy, 16748; (GG) Hy, 29097.
 1919-20-21 (5-6 Ton)—(A) Bk, N315; (B) Bk, N314; (AA) Hy, 56495; (BB) Hy, 56687; (CC & FF) Hy, 17966; (DD & EE) Hy, 17080; (GG) Hy, 18130.
 1920 (A-¾ Ton)—(G) Hy, 26219; (GG) Hy, 29097.

TIT—1918-19 (Transport-Heavy Duty 3½-5 Ton)—(E) Bower, 318NDF; (F) (G & H); Hy, 26480; (K) Hy, 26669.

TITAN—1919 (5-6 Ton)—(E) 318DR; (J) 310DR; (K) 410DR; (O) 205; (AA) 213DR; (BB) 309DR; (DD & EE) 307.

1920-21 (2½ Ton)—(A) Tim, 4554-4520; (B) Tim, 3360-3320; (D & E) Hy, 26662; (G & H) Hy, 26388; (J & K) Hy, 56777; (O) 205; (AA & BB) 308; (DD) 305; (EE) 306; (GG) Hy, 29097.

1918-19-20-21 (3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26669; (O) 205; (AA & BB) 309; (CC, FF) Hy, 26839; (DD) 306; (EE) 307; (GG) Hy, 29097.

1918-19-20-21 (5-6 Ton)—(A) Tim, 5554-5520; (B) Tim, 5354-5320; (D & E) Hy, 47893; (G & H) Hy, 26480; (J & K) Hy, 26690; (O) 205; (AA & BB) 310; (CC & FF) Hy, 17966; (DD & EE) 307; (GG) Hy, 29097.

TOURNAINE—1914 (12)—(A) Tim, 415-412; (B) Tim, 316-312; (C) 3656B-3620; (K) Spec. Ann. No. 307 x 1½".
 1916—(J) 306; (K) 406; (BB) 307.

TOWER—1917 (½ Ton)—Tim. Brgs.; (A) 415-412; (B) 316-312; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320.

1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

1918 (B)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5550-5520; (G & H) 477-473; (J & K) 456-453.

1919-20 (J-1½, H2½, G3½ Ton)—(GG) Hy, 29097.

TRAFFIC—1918 (2 Ton)—(G) Hy, 26219; (AA) Hy, 27797; (DD & EE) Hy, 26972; (FF) Hy, 26956.

1919 (Mod. A)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) Bower, 309M; (E) Bower, 307M; (G) Hy, 26219; (H) 208; (J) 306; (K) 406; (N) Hy, 18297; (W) 2.1875" ID x 2.875" long; (X) 2.218" ID x 2.500" long; (Y) 2.250" ID x 3.000" long; (AA) Hy, 17797; (BB) ND Spec.; 307; (CC) Hy, 16957; (DD & EE) Hy, 16972; (FF) Hy, 26956; (KK & LL) 1.8437" OD x 1.125" ID x 0.6875" long.
 1919 (C)—(A) Tim, 3381-3320; (B) Tim, 2382-2320; (D) Br, 309M; (E) Br, 307M; (G) Hy, 1447; (H & Thrust) 208DR; (J) 306DR; (K & L) 406DR; (N) Hy, 18297; (O) Spec.; (S, CC) Hy, 16957; (AA) 209; (BB) 307DR; (DD & EE) 306; (FF) Hy, 26956; (KK & LL) 205DR.

TRANSIT—1916 (3 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720; (J) 256-2520; (K) 415-412.

TRANSPORT TRACTOR—1917—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (F) Hy, 26662; (G & H) Hy, 26388; (AA) 337-3320; (BB, D & EE) 335-3320; (CC) 257 Cone; (GG) Hy, 29097.

TRANSPORT TRUCK—1920-21 (20-1 Ton)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E & J) 307DR; (G & H) Hy, 16069; (I) Spec. 243E; (K) Hy, 26668; (O) 205; (Q) 212; (AA) 304; (BB, CC) 307; (DD) 305; (EE) 306; (GG) C-600.

1919-20-21 (30-1½ Ton)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E, J) 307DR; (G & H) Hy, 16069; (I) Spec. 243E; (K) Hy, 26668; (N) 308; (O) 205; (Q) 212; (AA) 304; (BB) 307; (CC) 308; (DD) 305; (EE) 306; (GG) C-600.

1919-20-21 (50-2½ Ton)—(A) Bk, 455; (B) Bk, 335; (D) Hy, 26668; (E) 308DR; (G & H) Hy, 26057; (I) Spec. 53-E; (J) 307DR; (K) Hy, 26777; (N) 308; (O) 205; (Q) 212 (AA) 304; (BB & CC) 308; (DD & EE) 306; (GG) C-600.

1920-21 (70-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320; (C) F-247; (D) Hy, 17897; (E) 410DR; (G & H) Hy, 26480; (I) Spec. 53-E; (J) 310DR; (K) Hy, 26669; (N) 308; (O) 205; (AA & CC) 309; (BB & FF) R-287; (DD) 306; (EE) 307; (GG) C-600.

TRIANGLE—1919-20-21 (Mod. A)—(A) Bk, 435; (B) Bk, 316; (D) Hy, 16670; (E, J, Internal Gear Pinion) 307DR; (G & H) Hy, 26069; (K) Hy, 26668; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919-20-21 (Mod. B)—(A) Tim, 554-520; (B) Tim, 381-320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (I) 307DR; (K) Hy, 26777; (Internal Gear Pinion) 309DR; (O) 205; (AA & BB) 308; (CC) 304; (DD & EE) 306.

1919-20 (Mod. A)—(A) Tim, 381-320; (B) Tim, 382-320; (D) Hy, 16667; (E & J) 306DR; (G & H) Hy, 26391; (K) Hy, 16594; (Internal Gear Pinion) Hy, 16215; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

1919-20 (Mod. C)—(A) Tim, 554-520; (B) Tim, 381-320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (I) 307DR; (K) Hy, 26777; (Internal Gear Pinion) 309DR; (O) 205; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

TRIUMPH—1920 (H-1½ Ton)—(G) Hy, 26084; (H) Hy, 26085.

TRUXTON—Attachment for any car—1919—(2500)—(D) Br, 307N; (E) Br, 309N; (H) 208; (J) 306DR; (K) 406.

1919 (E-3 Ton)—(G) Hy, 26084; (H) Hy, 26085.

1919 (H-5000)—(J) 307DR; (K) 407.

1919 (B for Fords)—(G) Hy, 26084; (H) Hy, 26085; (J) 307DR; (K) 407.

1919 (AC-1½ Ton, for Fords)—(G) Hy, 26219.

TULSA—1918 (Mod. T-A-B)—(G & H) Hy, 26216.

1919 (TA)—(D & E) Br, 208AX; (G & H) Hy, 26216; (I) Salis, 6177; (J) 208; (K) 406.

1920-21 (E)—(A) Br, 336TXL; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57853.

TWIN CITY—1920 (2 Ton)—(D & E) Hy, 26662; (G & H) Hy, 26388; (J) Hy, 56777; (GG) Hy, 29097.

1920 (3½ Ton)—(AA & BB) 309; (DD) 306; (EE) 307.

UNION—(F) 309; (G & H) 0209; (K) 0307; (Q) 205; (AA) 209; (BB) 307.

1919-20-21 (F-2½ Ton)—(A) Bk, N310; (B) Nbk, 308.

1919-20 (H-4 Ton)—Tim. Brgs.; (A) 5554-5520; (B) 5354-5320; (G & H) 456-452; (J) 3554, 3520; (K) 460-452; (GG) Hy, 29097.

UNITED ENGR. CO.—1920—(A) Br, 317TX; (B) Br, 235TX; (D & E) Br, 208AX.

UNITED MOTORS—1917 (5 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354B-5320; (D) Bower, 319NDF; (E) 780-772; (F) 6552-6521; (J & K) 6359-6320.

1919-20 (Mod. A)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D) Hy, 16670; (E & J) 307DR; (G & H) Hy, 26069; (K) Hy, 26668; (N) 307; (O) 205; (Q) 209; (AA) Tim, 277-274; (BB) Tim, 339-333; (CC) Tim, 235; (DD & EE) 306-303; (GG) Spec.

1919-20 (Mod. B)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (D) Hy, 26662; (E) 308DR; (G & H) Hy, 26057; (J) 307DR; (K) Hy, 26777; (O) 205; (Q) 209; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319; (GG) Spec.

1919-20 (C)—(A) Br, 312; (B) Br, 311; (D) Hy, 17897; (E) 410DR; (G & H) Hy, 26480; (I) SKF, 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) 209; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319; (GG) Spec.

1919-20 (V)—(A) Br, 312; (B) Br, 311; (D) 318-DR; (E) Hy, 17897; (G & H) Hy, 26480; (I) SKF, 709; (J) 310DR; (K) Hy, 26669; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415.

U. S. TRUCK—1913-14-15-16 (E 2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D) 5563-5520; (E) 4554-4520.

1918 (Army AA)—(O) 205; (P) 308; (Q) 0210; (AA) 308; (BB) 308; (DD) 308; (EE) 307; (GG) 304.

1918 (Army A)—(G & H) 0310; (J) 308; (K) 409; (O) 205; (P) 308; (Q) 0210; (AA) 309; (BB) 309; (DD) 307; (EE) 308; (GG) 304.

1918 (Mod. B)—(O) 205; (P) 308; (Q) 0210; (AA) 311; (BB) 410; (DD) 407; (EE) 408; (GG) 304.

1920-21 (N)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (D) Hy, 16670; (E, J) 307DR; (G & H) Hy, 16069; (I) 234-E; (K) Hy, 26668; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) Tim, 306; (GG) Hy, 29097.

1920-21 (NW)—(A) Tim, 435-4320; (B) Tim, 5191-3120; (F) Br, 311; (I) 215; (J) 407; (K) 408DR; (O) 205; (Q) 209; (AA) Tim, 277; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) Tim, 306; (GG) Hy, 29097.

1920-21 (R)—(A) Bk, 310; (B) Bk, 308; (F) 314; (I) 217; (J & K) 408; (M) 3107-D; (O) 205; (P) 208; (Q) 209; (AA) Tim, 337; (BB) Tim, 339; (CC) Tim, 306; (DD & EE) Tim, 319; (GG) Hy, 29097.

1920-21 (S)—(A) Bk, 312; (B) Bk, 311; (F) Br, 317; (I) 219; (J) 409; (K) 413; (O) 205; (P) 208; (Q) 209; (AA) Tim, 336-319; (BB) Tim, 357; (CC) Tim, 306; (DD & EE) Tim, 339; (GG) Hy, 29097.

1920-21 (T)—(A) Bk, 312; (B) Bk, 311; (F) 319; (I) 220; (J) 410; (K) 414DR; (O) 205; (P) 208; (Q) 209; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Hy, 29097.

UNIVERSAL SERVICE—1917 (1 Ton)—(AA) Hy, 17026; (BB) Hy, 16684; (DD & EE) Hy, 16506; (FF) Hy, 16820.

VELIE (Ser. 9-10-11)—1914-15 (3, 4, 5 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 4

VELIE—Continued

1916 (Mod. X)—Tim. Brgs.: (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 439-4320; (BB) 440-4320; (CC) 335 cone; (DD & EE) 415-412.
 1916-17 (3 Ton)—Tim. Brgs.: (G & H) 395-3920; (J) 337-3320; (K) 440-4320.
 1917 (25 1½ Ton)—Tim. Brgs.: (A) 3750-3720; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB) 339-333; (CC) 306 cone; (DD & EE) 319-313.
 1917 (26 2-Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J & K) 559C-552; (AA) 336-3320; (DD & EE) 415-412.
 1917 (27)—(A) Tim, 337-3320; (B) Tim, 236-2320; (D) Tim, 435T-4320; (G & H) Tim, 375T-3720; (J) Tim, 255-2530; (K) Tim, 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
 1917 (28)—Tim. Brgs.: (A) 257-2520; (B) 235-2320; (D) 415T-412; (G) 288-284; (H) 355-3520; (J) 334-3320; (K) 258-2520; (O) 205.
 1918 (38)—Tim. Brgs.: (A) 317-312; (B) 2382-2320; (D & E) 415T-412A; (G & H) 355-3520; (J) 257-2520; (K) 3381-3320; (O) 205; (AA) 209; (BB) 307.
 1918 (39 Sport)—Tim. Brgs.: (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) 205; (AA) 210; (BB) 307; (DD & EE) 305.
 1918 (25B)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
 1919-20 (38)—Tim. Brgs.: (A) 317-312; (B) 2382-2320; (D & E) 415T-412A; (G & H) 359T-3520; (J) 257-2520; (K) 3381-3320; (GG) Hy, 29097.
 1919—(39-24 Spec.)—(GG) Hy, 29097.
 1919 (46)—(D & E) 311DR; (O) 205; (Internal Pinion) 407.
 1920 (34)—(O) 205; (AA) 209; (BB) 306.
 1920 (46)—(D & E) 311DR; (G) Tim, 3762-3720; (H) Tim, 375-3720; (J) Tim, 335-3320; (K) Tim, 4368-4320; (O) 205; (AA) 209; (BB) 306.
 1920 (48)—Tim. Brgs.: (A) 317-312; (B) 2687-2620; (D & E) 415T-412A; (D & E) 415T-412A; (G & H) 359S-3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (AA) 209; (BB) 307.

VIALL—1917 (2 Ton)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.

VICTORY—1920 (V-B-L)—(D, E, G & H) Hy, 16079-80; (J) Hy, 26620.

VIM—1917 (1,000 lbs.)—(F) Hy, 16691; (G & H) Hy, 26227; (J) Tim, 319-312; (K) Tim 348-3320; (AA) Hy, 17798.
 1919—(½ Ton)—(D & E) Hy, 16691; (G & H) Hy, 26227; (GG) Hy, 29097.
 1920 (25-1, 22-2 23-Ton)—(GG) Hy, 29097.
 1920 (27-1½ Ton)—(AA) Hy, 17798; (CC) Hy, 16820; (GG) Hy, 29097.

VOGUE—1920-21—(A) Br, 336TXX; (B) Br, 236TX; (F) 310DR; (G & H) Tim, 366-363; (J) 307DR; (K) Hy, 57883; (CC) Hy, 56972.

VOLTZ BROS.—1914 (5)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (C) 5354M5320; (D) 6550-6520; (E) 6354-6321; (G) 375-3720; (H) 395-3920.

WALKER-JOHNSON—1920 (B-2½ Ton)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205, (P) 208.

WALTER TRUCK—1918-19 (B)—Tim. Brgs.: (A) 5550-5520; (B) 5351-5320; (D) 6554-6521; (E) 861-852; (G & H) 477-473.
 1918-19 (C-4WD)—Tim. Brgs.: (A & D) 6450-6420; (B & E) 5551-5520; (G & H) 477-473.
 1919-20-21 (S)—Tim. Brgs.: (A) 5550-5520; (B) 5355-5320; (D) 6550-6520; (E) 5350-6321; (G, H & K) 477-473; (J) 439-4320; (O) 205; (P) 208DR; (Main Shaft Front) 211DR; (AA) 212DR; (BB) 309; (CC) Hy, 27988; (DD & EE) 308DR.

WALTHAM—1920 (E-1½ Ton)—(A) 308DR; (J) 407; (K) 410DR; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306.

WARD—1913-14-15-17 (E-D)—Tim. Brgs.: (A) 5558-5520; (B & D) 6453-6420; (E) 6552-6521.

1913-14-15 (E-C)—Tim. Brgs.: (A) 4554-4520; (B & D) 5558-5520; (E) 6453-6420.
 1913-14-15 (E-B)—Tim. Brgs.: (A & D) 4554-4520; (B) 3354-3320; (E) 5558-5520.
 1913-14-15 (E-A)—Tim. Brgs.: (A & D) 4554-4520; (B) 2762-2720; (E) 4554-4520.
 1914 (Gas Car)—Tim. Brgs.: (A) 259-2520; (B) 235-2320; (D & E) 355-3520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
 1915-16-17 (W-S)—Tim. Brgs.: (A) 317-312; (B) 1751-1730; (D & E) 415T-414; (G & H) 365-363; (J) 237-233 (1917 Mod. uses 236-233); (K) 317-312.
 1917 (E-A)—Tim. Brgs.: (A & E) 3554-3520; (B) 3362-3320; (D) 4554-4520.
 1917 (E-B)—Tim. Brgs.: (A & E) 4554-4520; (B) 3554-3520; (D) 5558-5520.
 1917 (E-C)—Tim. Brgs.: (A & E) 5558-5520; (B) 4554-4520; (D) 6453-6420.
 1917 (E-O)—Tim. Brgs.: (A & E) 3362-3320; (B) 2654-2620; (D) 3554-3520.

WARD LA FRANCE—1919 (2A)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553-5520; (G & H) 559-552; (J & K) 539E-532; (GG) Hy, 29097.
 1920—(2B, 2½, 4A-3½, 5A-5 Ton)—(GG) Hy, 29097.

WATSON—1917 (5-Ton Tractor)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (D) 6552-6521; (C) 443B-4320; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6369C-6320; (AA) 439-4320; (BB) 435-5320; (DD & EE) 415-412.
 1920 (B)—(A) Bk, 418; (B) Bk, 257; (C) Spec.; (F) 309DR; (G & H) 211; (J) 307; (K) 307DR; (O) 205; (P) 277; (Q) 209; (BB) Tim, 339; (CC) Tim, 235; (DD & EE) 306.
 1920 (U)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443B-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5756-5720; (J) 559C-552; (K) 6359-6320; (O) 205; (P) 440; (Q) 209; (AA) 435; (BB) 335; (DD & EE) 415; (KK & LL) Spec.

WAVERLY—1913-14-15 (13-83-98-90)—Tim. Brgs.: (A) 418-412; (B) 316-312; (D) 375-3720; (E) 355-3520.
 1913-15 (83-97-99-109)—Tim. Brgs.: (A) 418-412; (B) 316-312; (D) 395-3920; (E) 375-3720.
 1912-13-14 (83-96)—Tim. Brgs.: (A & D) 355-3520; (B) 315-312; (E) 276-2720.
 1914 (1 Ton)—Tim. Brgs.: (A) 3750-3720; (B & E) 3360-3320; (C) 341-3320; (D) 4558-4520; (G & H) 375-3720; (J) 256-2520; (K) 415-412.
 1915 (3 Ton)—(A & D) Tim, 3955-3920; (B & E) 3762-3720.

WESTCOTT—1915 (U-50)—Tim. Brgs.: (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (O) ND, 0305; (AA) ND, 212; (BB) ND, 307.
 1916 (Large 6)—Tim. Brgs.: (A) 337-3320; (B) 236-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412.
 1917 (S-17 Large 6, Small 6)—Tim. Brgs.: (A) 3381-3320; (B) 2382-2330; (D) 435T-4320; (G & H) 375T-3720; (J) 255-2530; (K) 417-412; (AA) 277-274; (BB) 339-333; (DD & EE) Hy, 17799.
 1917 (42 & 51)—(AA) 210; (BB) 307; (DD & EE) 206.
 (Mod. 41-42 43-6)—(A) Tim, 337-3320; (B) Tim, 236-2330; (J) 255-2530; (K) 417-412; (O) Fafnir, 205A; (AA) 210; (BB) 307; (DD & EE) 206.
 1918 (Ser. 18)—(O) 205; (AA & BB) 306; (DD & EE) Hy, 17799.
 1919 (C-38)—Tim. Brgs.: (A) 317-312; (B) 2687-2620; (D & E) 415T-412A; (G & H) 359S-3520; (J) 2785-2720; (K) 3381-3320; (O) 205; (Q) 400; (AA) 209; (BB) 306DR; (DD & EE) Hy, 17012; (KK & LL) Spec.
 1919 (C-48)—Tim. Brgs.: (A) 415-412; (B) 2382-2330; (D & E) 458T-454; (G & H) 377-3720; (J) 3196-3120; (K) 439T-432; (O) 205; (Q) B & B 460; (AA) 277-274; (BB) 339-333; (DD & EE) 306; (KK & LL) Spec.

WESTERN—1918 (All Mod.)—(D & E) Tim, 861-852.

WHITE—(Mod. ATC)—(A) 313; (B) 309; (D) 416; (E) 410; (J) 313; (Q) 302; (W) 410; (Y) 412.
 (T-C 5-Ton)—(A) 313; (B) 309; (D) 416; (E) 410; (G) 315; (H) 0315; (J) 310; (K) 407 (N) 307; (Q) 302; (W) 410; (Y) 412; (AA) 212; (BB) 307; (CC) 306.
 (GBBE ¾-Ton)—(A) 309; (B) 306; (D & E) 313; (J) 407; (K) 310; (O) 206; (Q) 302; (W) 410; (Y) 412; (GG) 304.
 (GAD Touring)—(A) 307; (B) 304; (D) 309; (J) 307; (K) 404; (Q) 00134; (W) 410; (Y) 412; (BB) 307; (GG) 305.

(Mod. TCB)—(D) 317; (E) 315; (J) 310; (K) 406; (Q) 302; (W) 410; (GG) 304.

(Mod. GEC)—(W) 413; (Y) 414; (GG) 304.

(Mod. T-C)—(A, G & H) 315; (B) 309; (D) 416; (E, W) 410; (J) 310; (K) 407; (Spracket Shaft) 313; (Y) 412; (Universal Joint) 307; (BB) 212; (CC) 306; (DD) 405; (EE) 307.

1920 (15-15A)—(A) 309; (B) 306; (F-G-H) 313; (K) 407; (L-W) 410; (Q) 302; (Y) 412; (AA-DD-EE) 307; (BB) 310; (C) 206-e; (GG) 304; (HH) 405.

1920 (15x45)—(A) 309; (B) 306; (F) 317; (G-H) 313-B; (K) 407; (L) 410; (Q) 211; (AA) 307; (CC) Tim, 3196-3120; (DD-EE) 308; (GG) 305.

1920 (20-20D)—(A) 309; (B) 306; (F) 317; (G-H) 313-B; (K-M) 407; (L) 310; (Q) 302; (W) 410; (Y) 412; (AA-DD-EE) 307; (BB) 310; (CC) 206-C; (GG) 304; (HH) 405.

1920 (20-45)—(A) 311; (B-DD-EE) 308; (F) 317; (G-H) 315-B; (K-M) 407; (L) 310; (Q) 211; (AA) 307; (CC) Tim, 3196-3120; (GG) 305.

1920 (50)—(A) 310; (B-DD-EE) 308; (F) 417; (G-H) 315-B; (K) 410; (L) 310; (M) 407; (Q) 211; (AA) 307; (CC) Tim, 3196-3120; (GG) 305.

1920 (40-40D)—(A-G-H) 313; (B) 309; (D) 320; (E) 321 spec.; (G-H) 313; (I) Spec.; (L) 310; (M) 407; (Q) 211; (AA) 307; (CC) Tim, 3196-3120; (DD-EE) 308; (GG) 305.

1920 (45-45D)—(A) 315; (B) 311; (D) 322; (E) 321 spec. (G-H) 313; (I) Spec.; (L) 310; (M) 407; (Q) 211; (AA) 307; (CC) Tim, 3196-3120; (DD-EE) 308; (GG) 305.

WHITE HICKORY—1918-19 (Mod. H)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D & E) Tim, 5553-5520; (G & H) Tim, 559C-552; (J & K) Tim, 539C-532; (O) 205; (P) 307; (Q) 1212; (S) 205; (T) Cont. Motor 6HG-206; (U) Cont. Motor 6HG-208; (V) Cont. Motor 6HG-207; (AA & BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller & Sons Rolle4 1023; (KK & LL) BK 23, Ball Brgs.

1920 (E-1 Ton)—Tim. Brgs.: (A) 4364-4320; (B) 3161-3120; (F) 539TD-532; (G) 397-3920; (J) 444-432; (K) 450-453; (O) 205; (P) 307; (Q, GG) Spec.; (AA) 304; (BB) 307; (DD) 305, (EE) 306.

1920 (H-1½ Ton)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G) 477-473; (J) 456-453E; (K) 539E-532; (O) 205; (P, BB) 307, (Q, GG, KK & LL) Spec.; (AA) 304; (DD) 305; (EE) 306.

1920 (K-2½ Ton)—Tim. Brgs.: (A) 4558-4520; (B) 3360-3320; (DD & EE) 5557-5520; (G) 559-552; (J & K) 539E-532; (O) 205; (P, BB) 308; (Q, GG) Spec.; (AA) 304; (DD & EE) 306.

WHITNEY—1919 (9-18)—(S) Hy, 17174-3974; (AA) Tim, 5565-5520; (BB) Tim, 435-432; (DD & EE) Tim, 440-432; (GG) Hy.

WICHITA—1917-18 (O 3½ Ton)—(D) Bower, 317NDT SF.

1917-18 (Q 5 Ton)—(D) Bower, 319NDT SF.

1919-20-21 (1½ Ton)—(A) Bk, N310; (B) Bk, N308; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516; (GG) Hy, 29097.

1919-20-21 (2½ Ton)—(A) Bk, N310; (B) Bk, N309; (AA) Hy, 27794; (BB) Hy, 26733; (DD & EE) Hy, 16516; (GG) Hy, 29097.

1919-20-21 (C-3½ Ton)—(A) Bk, N312; (B) Bk, N311; (CC & FF) Hy, 26839; (GG) Hy, 19080.

WILCOX TRUX—1913-14-15 (L 1-Ton)—Tim. Brgs.: (A) 3750-3720; (B & E) 3360-3320; (D) 4558-4520; (G, H & AA) 375-3720; (BB, DD & EE) 335-3320.

1913-14-15 (J 3-Ton)—Tim. Brgs.: (A) 4550-4520; (B) 4361-4320; (C) 443-432; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA, BB, DD & EE) 337-3320, some models use (AA) 375-3720; (BB, DD & EE) 335-3320.

1916-17 (P 3½ Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.

1916-17 (R 1½ Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.

1916-17 (Q 2-Ton)—(AA) Tim, 336-3320; (DD & EE) Tim, 335-3320.

1917 (V-¾, S 1-Ton)—(AA) Tim, 277-274; (BB) 339-333.

1917-18 (P 3½ Ton)—(D) Bower, 317 NDT SF.

1918 (E 5 Ton)—(D) Bower, 319NDT SF.

1918 (U-¾, S-1 Ton)—(AA) Tim, 277-274; (BB) Tim, 339-333.

1918 (N-1½, Q2 Ton)—(AA & BB) Tim, 336-3320; (DD & EE) Tim, 335-3320.

1918 (P3½ Ton)—(AA & BB) Tim, 419-412; (DD & EE) Tim, 415-412.

1918 (W-5 Ton)—(AA & BB) Tim, 447-4320; (DD & EE) Tim, 415-412.

1920 (AA Mod.)—(A) Tim, 435-4320; (B) 3191-3120; (AA) Tim, 277-274; (BB) Tim, 339-333.

1920 (B & C)—Tim. Brgs.: (A) 4554-4520; (B) 3360-3320; (AA & BB) 336-3320; (DD & EE) 335-3320.

1920 (E)—Tim. Brgs.: (AA & BB) 447-4320; (DD & EE) 415-412.

1919 (A & B)—(F) 2-311; (G & H) 213; (J & K) 407; (DD & EE) 306.

1919 (C-2½ Ton)—(F) 315DR; (G & H) 214; (J) 310; (K) 410DR.

1919 (W)—(A) 315DR; (B) 314DR; (F) 319DR; (G & H) 219; (J) 409; (K) 410.

1919 (D)—(F) 317DR; (G & H) 219DR; (J) 409; (K) 413DR.

WILLIS, KNIGHT & OVERLAND—1915 (81)—(A) Tim, 256-2520; (B) Tim, 1751-1730 (F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.

1915 (80)—(A) Tim, 256-2520; (B) Tim, 235-2320; (F) Hy, 16779; (G & H) Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.

1915 (82)—(A) Tim, 335-3320; (B) Tim, 235-2320; (D & E) Tim, 365-363; (G & H) Tim, 375-3720; (AA) 210; (BB) 307; (DD & EE) 305.

1915 (W-19)—(D) 310; (E) 210; (G & H) 0311; (K) 0407; (AA) 209; (BB) 307; (CC) 305; (DD & EE) 306.

1916 (75)—(F) 308; (G & H) 0208; (AA) 208; (BB) 306; (DD & EE) Hy, 26972.

1916 (83-83B)—(A) Tim, 256-2520; (B) Tim, 1751-1730; (F) 1310; (G & H) Hy, 16779; (G & H) Tim, 365-353; Hy, 26056; (AA) 208; (BB) 307; (DD & EE) 305.

1916 (86)—(AA) 210; (BB) 307; (DD & EE) 306.

1916-17 (Country Club, 90R-75-76)—(A) Tim, 1985-1930; (B) Tim, 1351-1330; (F) 1309; (G & H) Tim, 277-274 ND 0208; (BB) 306; (DD & EE) Hy, 26972.

WILSON—Continued

1920 (E.A.)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320 (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (O) 205; (P) 208; (AA) 209; (BB) 309; (CC & FF) Spec.; (DD) 306; (EE) 307.
 1920 (G)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (O) 205; (P) 208; (Q, CC, FF) Spec.; (AA) 209; (BB) 309; (DD) 306; (EE) 307.
 1920 (H)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D, G & H) 780-772; (E) 6552-6521; (J) 7375E-6323; (K) 6455E-6422; (O) 205; (P) 208; (Q, CC, FF) Spec.; (AA) 210; (BB) 310; (DD) 307; (EE) 308.

*WINTHER—1917 (47), 1918 (48)—(A) Tim, 4558-4520; (B) Tim, 3360-3320; (D) Hy, 26665; (E) 308; (G & H) Hy, 26057; (I) SKF, 709; (J) 307; (K) Hy, 26777; (Spur Gear) Hy, 17791; (O) 1205; (AA) Tim, 419-412; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) 339-333 (Mod. 47 uses (AA) 307; (BB) 211; (CC) 307; (DD & EE) 306); (GG) Hy, 29097.
 1917 (67)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) Hy, 17791; (O) 205; (AA) 1308; (BB) 212; (CC) 308; (DD & EE) 306; (GG) Hy, 29097.
 1917 (87)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 309; (BB) 213; (CC) 309 (DD & EE) 307; (GG) Hy, 29097.
 1917 (127)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) 1310; (BB) 215; (CC) 310; (DD & EE) 308; (GG) Oakes, ME-3.
 1918 (68)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 17897; (E) 410; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF, 2310; (O) 1205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Hy, 29097.
 1918 (88)—(A) Tim, 4550; (B) Tim, 4361; (D) Hy, 47894; (E) 411; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, ME-3.
 1918 (108)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, ME-3.
 1918 (128-148)—(A) Tim, 5550; (B) Tim, 5351; (D) 318; (E) Hy, 17897; (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) 410; (O) 205; (AA) Tim, 439; (BB) Tim, 435; (CC) Tim, 335; (DD & EE) Tim, 415; (GG) Oakes, ME-3.
 1918 (468)—(A) Bower, 311; (B) Bower, 308; (D) Hy, 17897; (E) 4100 (G & H) Hy, 26480; (I) SKF, 709; (J) 310; (K) Hy, 26669; (Spur Gear) SKF, 2310; (Front Axle Spur Gear) 308; (O) 205; (AA) Tim, 419; (BB) Tim, 357; (CC) Tim, 336; (DD & EE) Tim, 339; (GG) Oakes, ME-3.
 1919 (39)—(A) Br, 435; (B) Br, 316; (D) Hy, 46670; (E) 307DR; (G & H) Hy, 26069; (I) Clark 234E; (K) Hy, 26668; (N) 309; (O) 205; (Q) 212; (AA) 304; (BB & CC) 307; (DD) 305; (EE) 306; (FF) Fuller 1023; (GG) Oakes C-1161.
 1919 (49-979)—(A) Tim, 4554-4520; (B) Tim, 3381-3320; (D) Hy, 26662; (E) Br, 308DR; (G & H) Hy, 26057; (I) Clark 53E; (J) 307DR; (K) Hy, 26777; (O) 205; (AA) 306 Cone; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) Tim, 339-333.
 1919-20 (109, 140)—(A) Tim, 5550-5520; (B) 5351-5320; (D) Br, 318NDT; (E) Hy, 17987; (G & H) Hy, 26480; (I) 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) B & B 10075; (AA) Tim, 335; (BB) Tim, 435-4320; (CC) Tim, 439-4320; (DD & EE) Tim, 415-412; (GG) Oakes C-2802.
 1919-20 (69, 70)—(A) Tim, 4550-4520; (B) Tim, 4361-4320; (D) Hy, 17897; (E) Br, 410NDT; (G & H) Hy, 26480; (I) 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) B & B 2149; (AA) Tim, 306; (BB) Tim, 357-353; (CC) Tim, 336-3320; (DD & EE) Tim, 339-333; (GG) Oakes C-2802.
 1919 (479)—(A) 311; (B) 308; (D) Hy, 17897; (E) Br, 410NDT; (G & H) Hy, 26480; (I) 709; (J) 310DR; (K) Hy, 26669; (O) 205; (Q) B & B 10075; (AA) Tim, 335; (BB) Tim, 435-4320; (CC) Tim, 439-4320; (DD & EE) 415-412; (GG) Oakes ME-3.
 920 (430)—(A) Hy, 46670; (B, E & J) 307DR; (D) Hy, 46670; (G & H) Hy, 26064 or Bk, 375; (I) Clark 234E; (K) Hy, 26668; (O) 205; (Q) 212; (AA, BB, CC) 307; (DD) 305; (EE) 306; (FF) Fuller 1023; (GG) Oakes C-1161.
 920 (450)—(A) Hy, 46670; (B) 307DR; (D) Hy, 26662; (E) Br, 308; (G & H) Hy, 26057 or Bk, 375; (I) Clark 53E; (J) 307; (K) Hy, 26777; (O) 205; (Q) 212; (AA) 208; (BB) 307; (CC) 304; (DD) 305; (EE) 306; (FF) Fuller 1740; (GG) Oakes C-1161.
 921 (751)—(A) Tim, 3381-3320; (B) Tim, 2687-2620; (D) Tim, 420-413; (E) Tim, 319-313; (G) Tim, 279-2720; (H) Bk, 336; (J) Tim, 275-2720; (K) Tim, 335-3320 (O) 205; (Q) Warner X3806; (AA) Hy, 27992; (BB) 306; (CC) 209; (DD & EE) Hy, 17012.
 921 (Car 61)—(A) Tim, 335-3320; (B) Tim, 235-2320; (F) R. 309; (G, H & I) Tim, 375-3720; (J) 307; (K) R. 407; (O) 205; (Q) Warner X3806; (AA) Hy, 27992; (BB) 306; (CC) 209; (DD & EE) Hy, 17012; (GG) Oakes C-1161.

WINTON—1909-10-11-12-13-14—Tim. Brgs.; (A) 3361-3320; (B) 2553-2520; (C) 2758-2720; (D) 4553-3520; (E & J) 3762-3720; (G & H) 3955-3920; (K) 4360-4320.
 1915-16 (21A, 22A)—Tim. Brgs.; (A) 337-3320; (B) 236-2320; (D & E) 365-363 Ann, 210; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (O) DR. 205; (AA) 344-333 ND. 308; (BB) 339-333 Ann, 307; (CC) Ann, 305; (DD & EE) Ann, 306; (GG) Ann, ND. 04.

(Mod. 20-48 HP.)—(P) 210; (AA) 304; (BB) 310; (DD & EE) 307.
 (Mod. 17-D, 6-48)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (CC) 305; (DD & EE) 307.
 (Mod. 21)—(O) 305; (P) 210; (R) 308; (AA) 304; (BB) 310; (DD, E) 307.
 1916 (22 Large 6)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656B-3620; (D & E) 375-3720; (G) 456-454; (H) 559-552; (J) 439-4320; (K) 539-532; (O) ND. 205; (Q) DR. 308; (AA) 337-3320, DR. 305; (BB) 339-333, Ann, 308; (CC) Tim, 306 cone; (DD & EE) 319; 313, DR. 307; (GG) ND. 04.

1917 (22A)—Tim. Brgs.; (A) 3381-3320; (B) 2382-2320; (D & E) 365-363; (G) 375-3720; (H) 456-4520; (J) 317-312; (K) 440-4320; (AA) 344-333; (BB) 339-3320.
 1917 (Large 6-22)—Tim. Brgs.; (A) 419-412; (B) 316-312; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (AA & BB) 357-353.
 1917 (Large 6-8T)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3650-3620; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA) 344-333; (BB) 339-333.
 1919-20-21 (25)—Tim. Brgs.; (A) 419-412; (B) 316-312; (C) 3656-3620; (D & E) 375-3720; (G) 456-4520; (H) 559-552; (J) 439-4320; (K) 539-532; (O) 205; (P) 306; (Q) 209; (AA & BB) 344-333; (DD & EE) 306; (GG) 204; (KK) 211; (LL) 12004.

WISCONSIN—1919-20 (Dairy Truck)—Tim. Brgs.; (A) 317-312; (B) 235-2320; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.
 1920 (Luverne 2-3 Ton)—Tim. Brgs.; (D) 4559-4520; (E) 3190-3120; (G & H) 355-3520; (J) 335-3320; (K) 417-412.

WITT-WILL—1914 (2½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4365-4320; (G & H) 375-3720.
 1914 (4, 4½ Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5351-5320; (C) 5354-5320; (D) 6356-6321; (E) 5355-5320; (G & H) 375-3720; (AA) 439-4320; (BB) 335-3320; (DD & EE) 415-412.
 1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
 1916 (B Special)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341B-3320; (D & E) 5553; 5520; (G & H) 559C-552; (J & K) 539C-532.
 1917 (R 4 Ton)—Tim. Brgs.; (A) 5550-5520; (B) 5350-5320; (C) 5354-5320; (D) 6550-6521; (E) 6350-6321; (G) 4553-4520; (H) 4353-4320; (J) 5356-5320; (K) 455-4520; (AA, DD & EE) 4364-4320; (BB) 4553-4520.
 1917 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559-552; (H) 456-454; (J & K) 539-532; (AA & BB) 335-3320; (CC) 257 cone; (DD & EE) 316-312.

1917 (2 Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 5563-5520; (E) 4354-4320; (G & H) 375-3720; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
 1917 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) 257 cone.
 1918 (W-D-1-18, 2-18)—Same as 1917 two ton mod.
 1919 (WD 1-19, WD 2-19)—Same as 1917 two ton mod.
 1919-20 (21 N)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (F) 6378-6320; (G & H) 477; 463; (J & L) 456-453; (K & M) 539E-532; (O) 205; (P) 209; (AA) 337-3320; (BB) 335-3320; (CC) 306; (DD & EE) 316-412; (GG) Oakes C-1502.
 1919-20-21 (P)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 5557-5520; (G & H) 559-552; (J & L) 539E-532; (K & M) 5578E-5521; (O) 205; (P) 209; (AA) 337-3320; (BB) 335-3320; (CC) 306; (DD & EE) 316-412; (GG) Oakes C-1502.

WOLVERINE—1918 (1½ Ton)—(H) Hy, 26219.
 1919—(1½ Ton)—(G) Hy, 26219; (GG) Hy, 29097.
 1920 (C1½ Ton)—(A) Tim, 435-4320; (B) Tim, 3191-3120; (C) Hy, 26219; (GG) Hy, 29097.
 1920 (D-2 Ton)—(A) Tim, 3762-3720; (B) Tim, 3360-3320; (G) Hy, 26084; (H) 26085; (GG) Hy, 29097.
 1920 (L-3½ Ton)—(A) Tim, 4553-4520; (B) Tim, 4365-4320.

WOODS DUAL POWER—1917 (Gas Elec.)—(A) Tim, 3381-3320; (B) Tim, 2382-2330.

YALE—1917 (Mod. K)—Tim. Brgs.; (A) 337-3320; (B) 2382-2320; (E) 435T-4320; (G & H) 375T-3720; (J) 255-2520; (K) 417-412.

ZEITLER-KING CO.—1919 (4 Ton)—(GG) Hy, 29097.
 1920 (1 Ton)—Tim. Brgs.; (A) 3362-3320; (B) 2382-2320; (GG) Hy, 29097.
 1920 (K-2 2½ Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (C) 341-3320; (D & E) 5557-5520; (G & H) 559-552; (J) 539E-532; (K) 5578E-5521; (AA) 337-3320; (BB) 339-333; (DD & EE) 319-312; (GG) Hy, 29097.
 1920 (3½ Ton)—Tim. Brgs.; (A) 4550-4520; (B) 4361-4320; (C) 443-4320; (D) 6552-6521; (E) 5755-5720; (G & H) 5757-5720; (J) 559-552; (K) 6375E-6323; (AA) 337-3320; (BB, DD & EE) 335-3320; (CC) Hy, 29097.

ZEITLER & LAMSON—1916 (1 Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3360-3320; (D) 4553-4520; (E) 3762-3720; (G) 559C-552; (H) 456C-454; (J & K) 539C-532.
 1916 (1½ Ton)—Tim. Brgs.; (A) 3750-3720; (B) 3760-3320; (D & E) 5553-5520; (G & H) 559C-552; (J & K) 539C-532.
 1916 (2 Ton)—Tim. Brgs.; (A) 4558-4520; (B) 3360-3320; (D & E) 553-5520; (G & H) 559C-552; (J & K) 539C-532.

New Atterbury Models Announced

The Atterbury Motor Car Co. of Buffalo, announces two new truck models of 2½-3-ton and 3½-4-ton capacity. These two new models follow the 1½-ton and 5-ton models which have been in production for some time.

The specifications give several important changes, all of which are standard equipment. Among these are found: Latest type K-4 and L-4 Continental engines with pressure feed lubrication and removable cylinder heads; Delco electric lighting equipment with generator; semi-enclosed all steel cabs with doors; built in glass windshields; left hand drive and center control; amidship transmissions, 4 speeds forward, 1 reverse; longer wheelbases; lower transmission gear ratios; new type hoods with removable side panels; polished aluminum radiators; combination radiator guards and bumpers; Alemite chassis lubrication systems; vacuum gasoline feed systems.

Rickenbacker Organizes Company to Finance Sales
 Rickenbacker Co., Inc., Detroit, has been formed as a financing company for the Rickenbacker Motor Car Co. and will handle all financial business of the manufacturing company. This, according to B. F. Everitt, president of the manufacturing company,

applies to the handling of sales and such other business as may arise from time to time.

The capital stock of the financing company is \$100,000 at \$10 a share; \$10,000 paid in cash. Stockholders are E. V. Rickenbacker, 260 shares; B. F. Everitt, 260 shares; R. M. Chambers, 160 shares; R. H. Hood, 160 shares, and H. L. Cunningham, 160 shares.

Penco Corp. Organized

All automotive products of the Penberthy Injector Co., as far as sales, advertising and market development is concerned, will be handled by the Penco Corp. which has opened offices at Detroit in the General Motors Building. The Penberthy company makes several well known parts and accessories for the automotive field, notable among these being the Ball and Ball carburetor, Penberthy re-atomizer, flo-meter and gasoline gauge. The officers of the Penco Corp. are Homer S. Johnson, president; Ivan A. McKenna, vice-president; Charles B. Johnson, secretary; and Carl Reese, treasurer.

A. G. McMillan, formerly director of sales of the Mitchell Motors Co. is now director of specialized sales of the Kardex Sales Co., of Tonawanda, N. Y.



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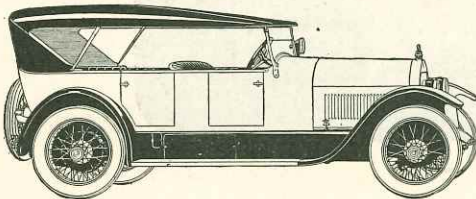
WESTINGHOUSE UNION BATTERY CO.
Swissvale, Pa.

WESTINGHOUSE
BATTERIES

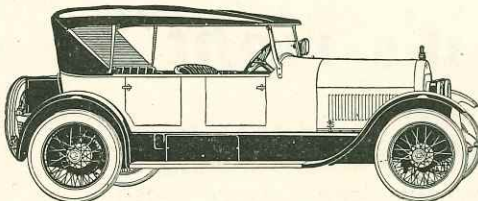




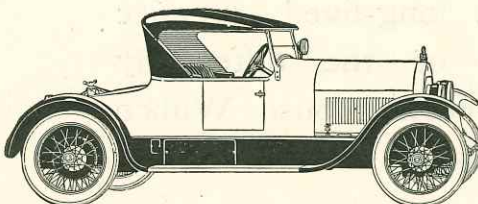
Stutz Performance in a



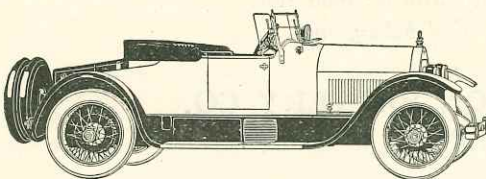
7-Passenger Touring, \$2640
f. o. b. factory



4-Passenger Sportster, \$2790
f. o. b. factory



3-Passenger Roadster, \$2450
f. o. b. factory



Speedway Roadster, \$2760
f. o. b. factory

That rare ability in action—the speed, the power, the acceleration and gratifying freedom from service attention traditional with the Stutz—intensified and refined beyond any previous point of excellence, is available now in a complete selection of choicest body creations of exclusive Stutz design.

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The Compensating Spring Suspension adds the final touch of desirability, endowing the cars with complete tranquility and composure at all speeds and on all roads, while steering, gear-shifting, brake and clutch action are exceptionally easy and responsive at all times.



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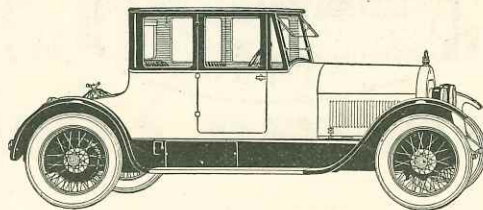
At their present phenomenal prices, Stutz cars today represent the greatest value ever offered by the company. For prestige, quality and intrinsic worth, they are not surpassed.

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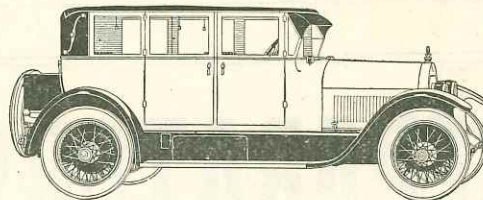
If you are not familiar with the new, complete Stutz line and are interested in knowing of the many other developments now rapidly maturing, write or wire, and we will be glad to furnish complete information.

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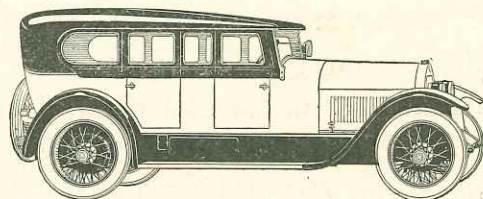
STUTZ MOTOR CAR COMPANY OF AMERICA, Inc.
Indianapolis, Indiana, U. S. A.



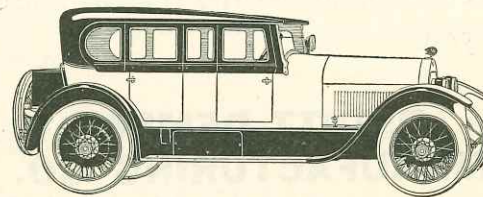
4-Passenger Coupe, \$3490
f. o. b. factory



5-Passenger Sportsedan, \$4450
f. o. b. factory



7-Passenger California Top, \$3015
f. o. b. factory



4-Passenger California Top, \$3165
f. o. b. factory



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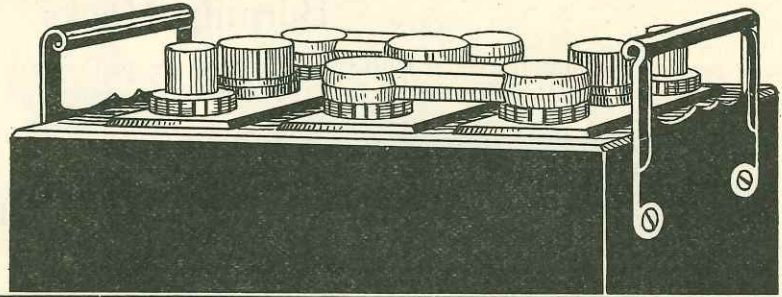
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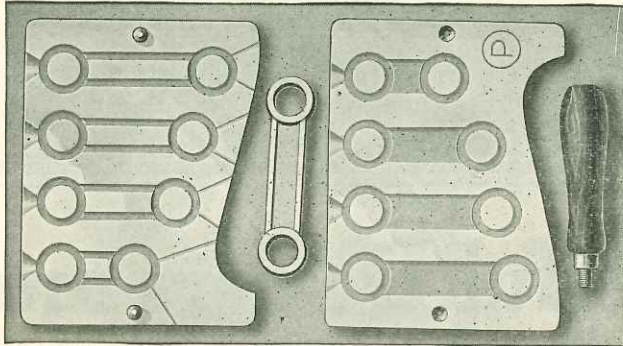
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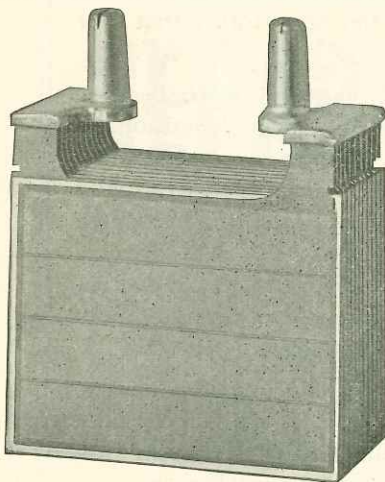


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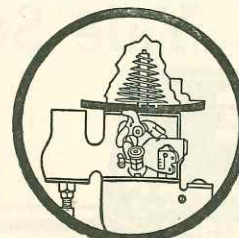
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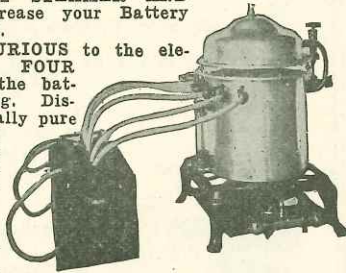


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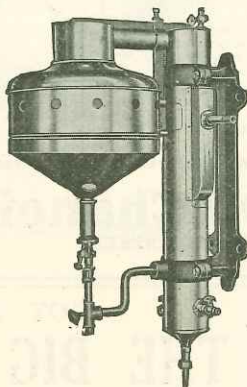
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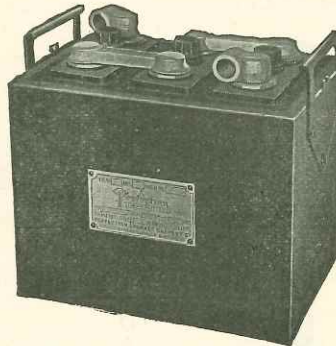
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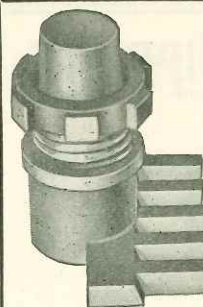
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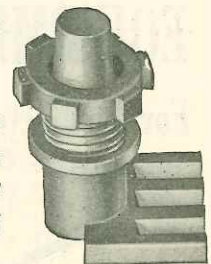
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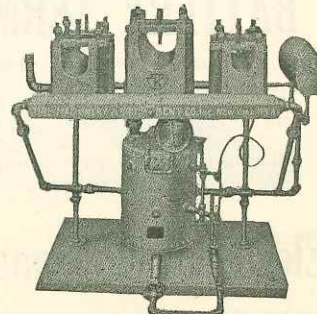


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Your Jobber Will Supply You

**SCRANTON GLASS INSTRUMENT CO.
SCRANTON, PENNA.**

Auto Mechanics!

Stop that wasting time and breaking Rings—buy a Victory Piston Ring Compressor.

Fits all Size Pistons.

Used on any type motor.

THE NEW
WAY

If your local jobber can not supply you write us direct.

List Price
\$7.50

The Victory Ring Compressor Co.

Sales Office:
1441 So. State St.,
Chicago

Factory:
Grand Rapids,
Mich.

**Announcing
Substantial Price Reductions
ON**

**BESCO-PRODUCTS
AND THEIR
LATEST CATALOGUE No. 5
(mailed on request)**

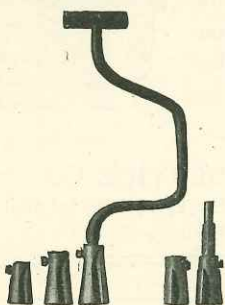
THE BATTERY EQUIPMENT & SUPPLY CO., Inc.
MANUFACTURERS

1458 Michigan Ave.,

Chicago, Ill.

EQUIPMENT and SUPPLIES

For the Electric & Battery Service Station



Rotary Post Shaper Set for shaping and cleaning battery posts. Set consists of seven pieces. A cutter head for large, medium and small posts. A negative and positive cutter head for standard taper posts. Speedy brace—6 inch sweep. Straight shank for drill press. A very necessary tool in every battery shop.

M T S—1000 Complete set, net \$4.05

MEECO BATTERY TERMINALS

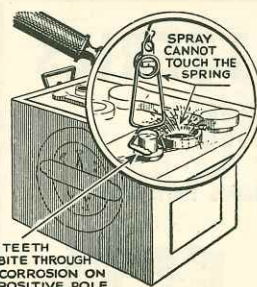
All types—elbow, split-back, cable and plug.
"Will test best by the best test."

Each \$0.12. Lots of 25 \$0.11. 100 assorted \$0.10½.

*Have you a copy of our catalogue M?
If not, write for one.*

Motor Electrical Equipment Co.

1907 Elston Avenue
Chicago, Ill.

TEETH
BITE THROUGH
CORROSION ON
POSITIVE POLE

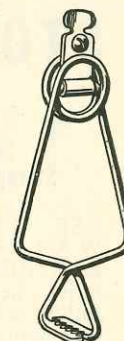
PRICES:

Less than 10, each 20 cents
Box of 10, each 17 cents
Package of 100, each 14 cents
Lots of 1,000, each 13 cents

"DON'T BUY 'EM TILL YOU TRY 'EM."

Get Free Sample Tiger Recharg- ing Clip

Spring is 1¼ inches above battery spray; has double the spring tension of other clips and is guaranteed against breakage for two years; we replace clip free of charge that don't live up to guarantee. Capacity 50 amperes. Made of lead coated cold drawn steel.



Patents Pending

Du Chanois Electric Co.
661 BRYSON STREET YOUNGSTOWN, OHIO

GOT YOUR'S YET? THE BIG RED BOOK

**"Everything for the
Battery Service Station"**

Your copy of the big red Grier Catalog is ready—and the New Price Sheet will open your eyes!

It's FREE—Ask for it

GRIER BATTERY SUPPLY CO.

435 E. Larned St.—Detroit
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AM-PLUS

M "Rugged"
Plates

P "Rugged"
Assemblies

L Dependable
Batteries

U Write to-day for Newly Adjusted
Prices and Discounts to the Trade

S "Better goods at better
prices make better business"

Am-Plus Storage Battery Co.
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Helios Special

PARTIAL ASSEMBLY

6 Volt	11 Plate	-	\$10.00
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12 Volt	7 "	-	13.90

Gasket type complete with separators

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MARKO BATTERIES

for
AUTOMOBILES
and
RADIO

Quality Built Price Right
Service Guaranteed

**Always
Dependable**



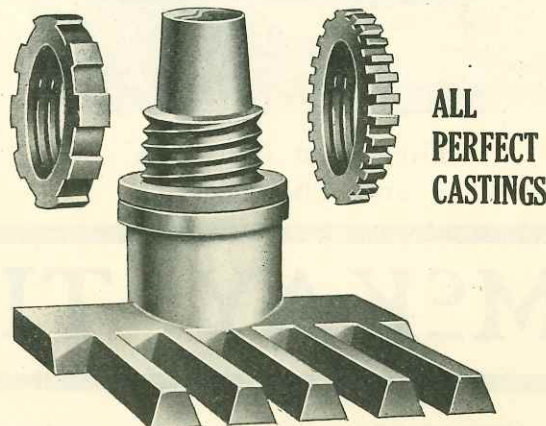
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MARKO STORAGE BATTERY CO.
1400 Atlantic Avenue Brooklyn, N. Y.

Unassembled Batteries

GASKET SEAL TYPE

6 Volt, 11 Plate,	\$ 8.95
6 Volt, 13 Plate,	10.25
12 Volt, 7 Plate,	12.81



**ALL
PERFECT
CASTINGS**

Sold in 100 lbs. Lots of Assorted Sizes, Including Lead and Rubber Washers for \$11.50

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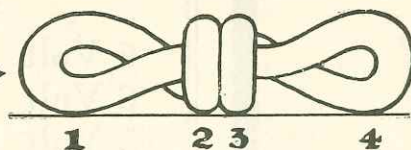
THE BATTERY MAN'S SUPPLY BASE
137-39 West Brookline St. Boston, Mass.



Cincinnati Quality Parts are now
available at Prices that will interest
you Let us quote on your requirements.

The CINCINNATI STORAGE BATTERY CO.
Moormann Avenue, Cincinnati, Ohio

WHY?



This Tire Chain has 4 strong grips on the road per link

You no longer have to use cross chains made of low grade steel which is necessary to make welded links as we have perfected a link that is not welded and which therefore can be made of the high carbon alloy steel.

In every bag you will find two extra cross chains complete equipped with our latest

"Snap Her On Attachment"

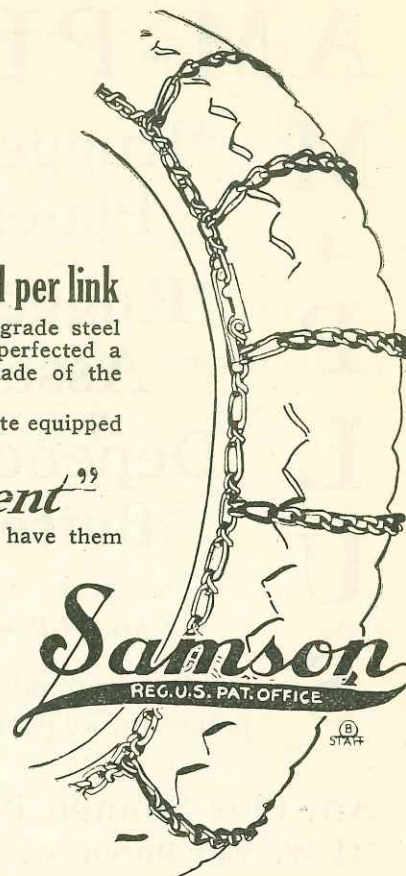
We give you these free as we feel every driver should have them handy.

Our open easy fastener makes the putting on and taking off of tire chains a pleasure—quick, easy and positive.

You can buy many of your auto accessories direct from us—saving freight, labor, etc., as we have a full line of chain accessories.

Send for our catalog, you will like our method of doing business.

THE CHAIN PRODUCTS CO
FORMERLY
THE CLEVELAND GALVANIZING WORKS CO.
CLEVELAND, OHIO, U. S. A.



You'll Sell More Chains

Because These Chains Last



They Cost No More
and They Last

Lay in a stock of McKay Tire Chains—The Better Black Chains in the Red Band Bag. Display them in your window—identify yourself as a McKay Distributor—and you'll sell more tire chains than ever before.

McKay Chains completely fill the need and the demand for better chains. They are not only harder than ordinary chains—but *tougher* as well. And it's their remarkable toughness that makes them last longer.

You'll be interested in the McKay Proposition Book. It tells what we do to help you—with full page advertisements every month in The Saturday Evening Post, Country Gentleman and various automotive publications. Write for a copy today.

MCKAY TIRE CHAINS

UNITED STATES CHAIN & FORGING COMPANY
Union Arcade, Pittsburgh, Pa.

Makers of Chains for all Commercial and Industrial Purposes
Plants at York and McKee's Rocks, Pa.; Columbus
and Marietta, O.; Huntington, W. Va.

MCK



OFF'N'ON CHAINS

make it easy to be safe!

No lost chains with the positive locking device

This is the patented OFF'N'ON lock—simple and positive. The first or second link on the opposite end of the side chain is slipped into the notch—the clamp permitted to drop—and the chain ends are positively locked. A slight pressure of the thumb under the clamp end, immediately releases the lock. For less “take-up” than a link, the second notch in the lock can be used.

This OFF'N'ON lock is more than merely a fastener; it's a *tightener*! Its lever action not only assures a positive locking together of the ends of the chain—it quickly and easily *pulls them together and tightens the chain to the exact true fit* for the casing.

The 2 notches give double take-up

The lever draws up the slack as it closes

when closed the strain comes on solid piece of steel—not on lock lever

Locks here—slightest tension keeps it locked

Flat part is strong as any part of link

Double knot—adds strength—prevents stretching—gives smooth surface

Cross link slips on here—on flat side

Slides around here and is locked in by side chains

This patented slip-on link makes it easy to take off worn-out cross chains and put on new ones. A child can do it. OFF'N'ON Chains, with these special devices, cost no more.

These are some of the special patented features of OFF'N'ON Chains that make them rapid sellers. Order from your jobber today. Buy extra crosslinks, you can sell a set with each pair of chains.

Write for circular and price list giving the name of your jobber

PYRENE MANUFACTURING COMPANY

Makers of Pyrene Fire Extinguishers

520 Belmont Ave., Newark, N. J.

BRANCHES:

CHICAGO
17 So. Jefferson Street

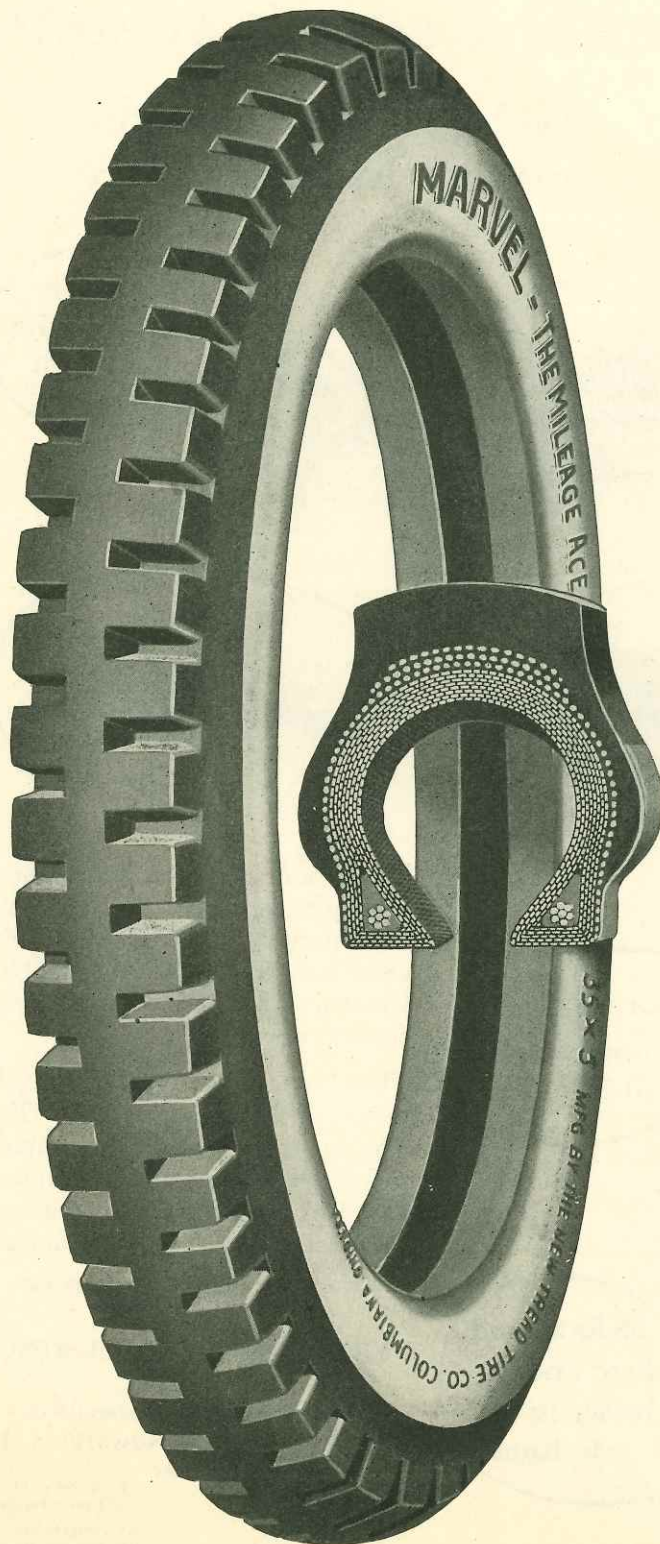
ATLANTA
24 Nassau Street

KANSAS CITY
1712 Grand Avenue

SAN FRANCISCO
977 Mission Street

MARVEL—"THE MILEAGE ACE"

The Tire That Has Been Selected to Make
The Trip Around The World



"Marvel" Tires in Belgium
on their way around the
world.

Aug. 20, 1922.

S. W. Tidd, Pres.,
New Tread Tire Co.,
E. Palestine, O.

Dear Mr. Tidd:

We have just traveled through Belgium and I think anything but a Marvel tire would have caused the most orthodox preacher to swear or the average tourist to go insane.

All of the Belgian roads, both in the city and country, are made of cobble stone. They are everlasting roads for wear but it doesn't take an intelligent man to see that they were never intended for the comfort of automobile tourists.

The machines bounced, rattled and fairly jumped over the rough roads, but due to the excellent flexibility and shock absorbent qualities of the heavy Marvel tires, we traveled over them at a fair rate of speed and with comparatively little vibration or bouncing.

We passed machine after machine which could only creep along because of the bouncing about and vibration of the car. With seventy pounds of air the Marvel tires carried us over these roads with the same comfort which we used to get on the ordinary brick road on any other tire.

Tourists and tire dealers in Belgium needed no further arguments as to the quality of our tires. We were the objects of envy by every automobile driver.

Very truly yours,

R. J. Jeffreys.

Guaranteed for 10,000 Miles

*DEALERS: Write for Samples,
Literature and Exclusive Territory*

The New Tread Tire Co.
EAST PALESTINE, OHIO,
U. S. A.



How Many Can You Sell?

Only \$1.40! And it's an attractive red enameled sturdy jack—just the thing for every light car owner.

Which of your customers would not spend \$1.40 for a jack that can be relied upon? The No. 9 works every time and it can't get out of order. Most light cars are equipped with poor jacks—the owners are looking for a good reasonably priced jack. Here it is! There is a good profit for you on every sale.

Put one of these bright red jacks on your counter—and watch it attract attention. Put the price tag on it, too. "Only \$1.40." Price tags make sales.

And there is a Reliable Jack for the large car owner, too. A jack for every purpose. You only have to handle one line when you sell Reliables.

Fill in the coupon and see how quickly these jacks sell. Reliable Jacks are your best profit makers in the accessory line.

"Ask 'em to buy"

WARNING TO DEALERS: When you buy Reliable Jacks—be sure you get the product of the Elite Mfg. Co., Ashland, Ohio. The Reliable line is being widely imitated and this notice is given for your protection.



Elite Manufacturing Co

Dept. 109

Ashland, Ohio

Use
This
Coupon

SPECIAL OFFER TO DEALERS. Fill out and attach this coupon to your letter head.

Elite Mfg. Co., Dept. 109, Ashland, Ohio.

Please send me one of these Jacks. You may bill me through my regular jobber, whose name is:

.....

Address.....

Send to.....

Address.....



New Departure Ball Bearings

Preference for New Departure Ball Bearings by motor car makers of America proves that considerations of practical performance outweigh those of price.

The demand for New Departure Ball Bearings is well in step with the leaders of industrial progress. More New Departures are being sold to motor car manufacturers today than at any previous time in the history of this company,—a total output of 54,000 ball bearings per day and still growing,—evidence of the superiority of ball bearings as friction eliminants and of the *quality* of New Departure Ball Bearings in particular.

The New Departure Manufacturing Co.
Bristol, Connecticut

Detroit Chicago

EUROPEAN PLAN 600 ROOMS - 600 BATHS

Headquarters in Detroit for
Old Colony Club Detroit Automobile Club
Detroit Transportation Club



100 at \$2.50 Single - - \$4.50 Double, per Day
150 " \$3.00 " - - \$5.00 " " "
100 " \$4.00 " - - \$6.00 " " "
50 " \$5.00 " - - \$7.00 " " "
50 with Twin Beds, \$5.00 to \$7.00 " "
100 In Suite, \$5.00 to \$8.00, Double " "

Two Floors Agents Sample Rooms, \$5 per Day

Table d'Hote Dinner \$1.25 - \$2.00
Business Men's Lunch 65c

HOTEL TULLER

CAFETERIA A. McKENDRICK, Mgr. GRILLE

IF YOU HAVE MADE ANY CHANGE

in your branch office or agencies please inform us at once and we will bring the facts to the notice of the trade through our medium of information.

THE FERGUSON PUBLISHING CO.

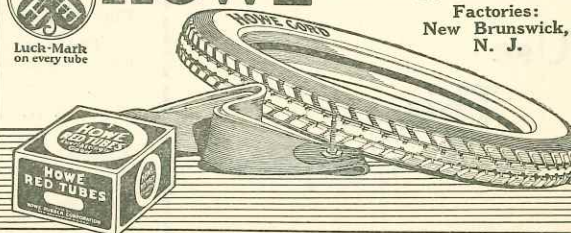
90 West Street New York

Never was the value of HOWE quality more pronounced from the dealer's viewpoint.



HOWE

Howe Rubber Corporation
General Sales Offices:
Cook Bldg., Cleveland, O.
Factories:
New Brunswick,
N. J.



GET FULL MEASURE OF SPRING WEAR



No center hole, bolt or hump. Dependable strength full length.

Jobbers and Dealers: Our comprehensive catalogue of Replacement Springs for all motor-driven vehicles and liberal discounts show wonderful sales possibilities. Write for them.

HIGGINS SPRING & AXLE CO., Dept. 1216 Racine, Wis.

Sell This Popular Accessory

Every sale of a Shaler 5 Minute Vulcanizer is more than only one sale and one profit—it brings additional sales from the same customers, because they each need to buy the Patch-&-Heat Units regularly for use with the Shaler. This big repeat business comes to you—brings you regular profits—in addition to your profits from selling Shaler Vulcanizers—and without any effort on your part. Regardless of times or season, Shaler Vulcanizer sales bring steady repeat sale profits. Complete outfit retails for only \$1.50.



SHALER
5 MINUTE
VULCANIZER

Sold By All Jobbers

C. A. Shaler Co.
446 Fourth St.,
Waupun, Wis.

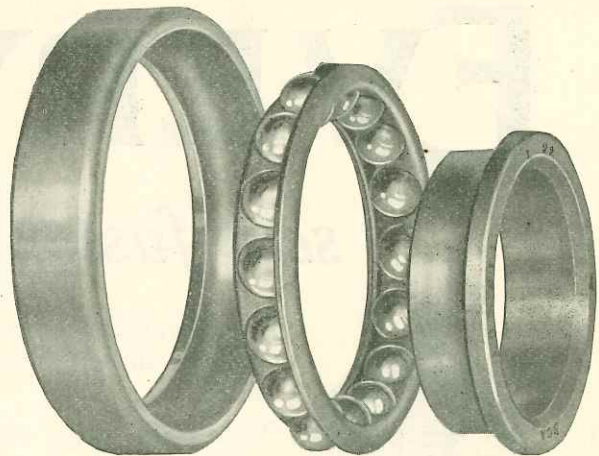
Did you see our ad in the August Issue of Motor Record?

That was only one of the many records the "Marvel" has pulled down this year.

If your car is not equipped with a "Marvel" why not call on our nearest distributor or service station. If he is unknown write us for name and address.

MARVEL CARBURETER CO.
FLINT, MICH.

The Bearings Company of America



Manufacturers of

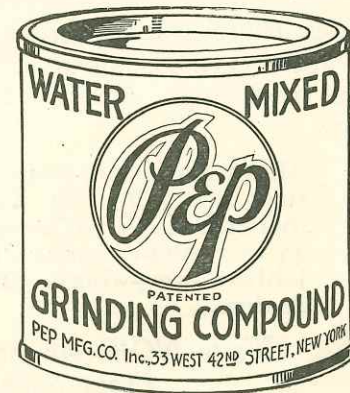
Thrust Ball Bearings
Angular Contact Radial Bearings
Angular Contact Thrust Bearings

Bearings made to your B/P's and requirements—Your present Bearing sizes duplicated.

The Bearings Company of America
Lancaster, Penna.

Detroit Office, 1012 Ford Bldg.

THE BEST JOB IN THE SHORTEST TIME



PEP is THE ORIGINAL non-freezing, non-drying, water-mixed compound. Many imitate but none can copy nor equal Patented Pep.

PEP contains no grease nor anything to hinder grinding.

One grade is all that's needed for any job.

PEP will stand double pressure on the work without ringing or grooving.

PEP will make you feel like a *Profit* if you use it and then charge standard prices for valve grinding.

PROVE IT AT OUR EXPENSE. SEND FOR FREE SAMPLE

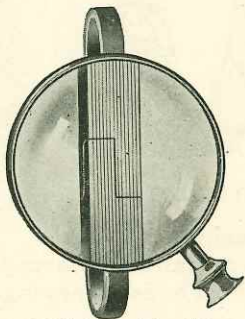
PEP MFG. CO., Inc.

33 West 42nd Street

New York City

EVERYDAYS

seat faster!



*Quick Seating Turned Face.
Fine lathe turning produces a
velvet face that will seat faster*

No repairman or motorist likes to "baby" an engine to seat piston rings.

You want rings that give immediate results—rings that seat quicker and better—rings that make the motorist feel good whenever he thinks about them being in his car.

Everydays are that kind. They seat so that they satisfy—completely.

It's due to their fast-seating, velvet-finish face, produced by fine lathe cutting.

Everydays wear evenly and smoothly all around. They maintain an even and constant wall pressure under all temperatures and compressions. *Everydays therefore can't leak!*

They satisfy the motorist because they give quick results—save gasoline and oil—increase power—and eliminate carbon and oil pumping.

Besides, there's more profit for you in every ring you sell—if they are *Everydays*. *Everyday* features help you to sell more rings. Result: MORE profit on MORE Rings.

All standard sizes from 2 inches up. Over-sizes .010, .020, .030. List prices: up to 4 inches incl., .50; 4 $\frac{1}{8}$ to 4 $\frac{1}{4}$ inches incl., .60; 4 $\frac{5}{16}$ to 5 inches incl., .70. Sold through jobbers everywhere. Resold by leading dealers.

*Write NOW for Everyday's Xtra
Profit Sales Plan*

Patent No. 1,132,762
March 23, 1915

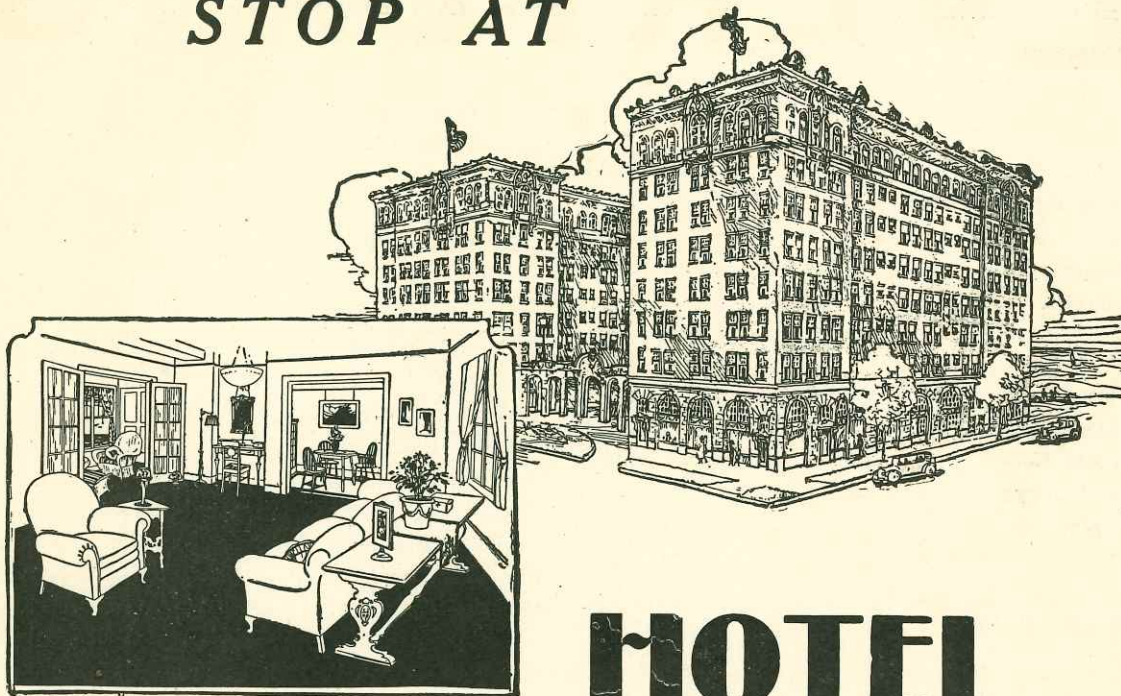


EVERYDAY PISTON RING CO. INC.

EAST ROCHESTER, N.Y.

When in Chicago

STOP AT



The Apartments are light and roomy

HOTEL SOMERSET

Chicago's Most Pleasant Hotel

Rooms single or en suite Rates \$4.00 per day and up
All rooms have private bath

EUROPEAN PLAN SPLENDID CAFE
ALSO
KITCHENETTE APARTMENTS DE LUXE

For occupancy by week, month or year

We will be pleased to send interesting literature and reservations will have careful attention

Management, S. W. GERSTNER

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ASK 'EM TO BUY

Presto Cigar Lighter
Electric



Smokes for Your Customers—Dollars for You

Your customer knows how hard it is to "light up" while driving. The Presto Electric Cigar Lighter is just what they've been looking for. *Installed on the dash*, it's always ready for use—enough cord furnished to reach everyone in the car. Current automatically turns on when lighter is pulled out of socket. Cord winder pulls lighter back into socket and automatically shuts off current. The only electric cigar lighter with a safety fuse to protect the battery.

At the retail price of \$6.00 the Presto Cigar Lighter is a ready seller and a real profit-maker for jobbers and dealers.

The Presto Electric Heater



only
\$3.50

Sells on sight. It's just what motorists everywhere have been looking for—a motor heater that keeps the motor and radiator warm in the coldest weather. Convenient hook for hanging the heater under the hood next to the radiator. Cheaper than heating the whole garage. Attaches to any 110-volt electric light socket—a.c. or d.c.

Perfectly safe—the coil never gets red. Draws only 1½ amperes of current. Furnished complete with 10 feet of cord.

The All-Weather Foot Protector

—for Fords

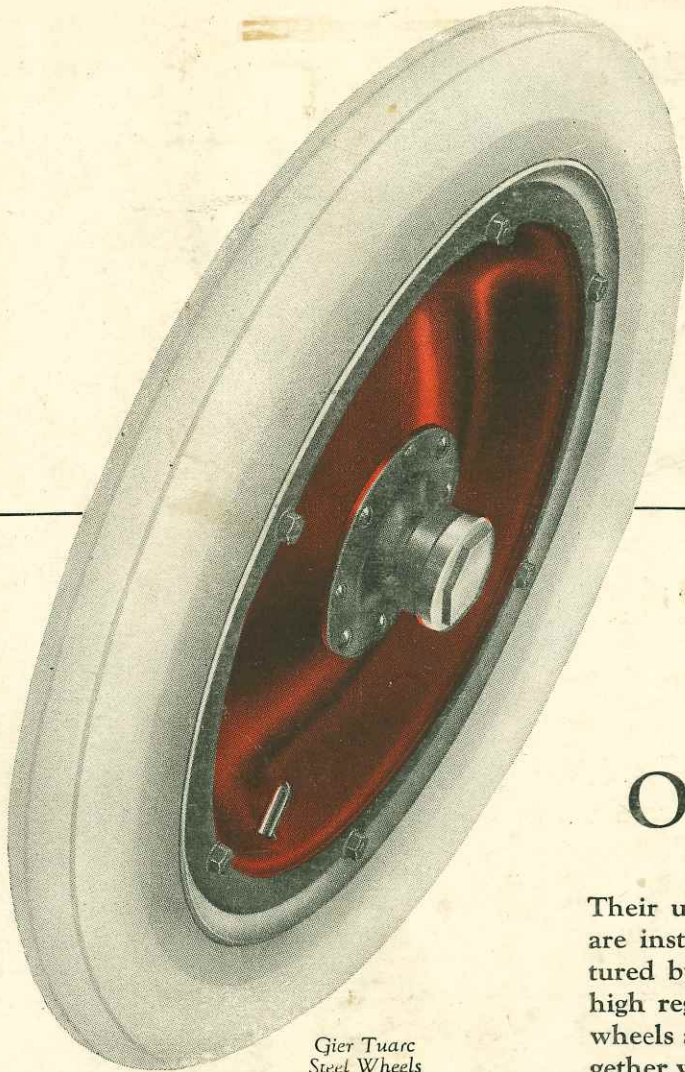


Prevents cold air from entering the car through the pedal slots in winter—keeps a Ford snug and warm. Every Ford owner needs this protection. Close-fitting, rubber pads attached to steel plates permit free manipulation of pedals also includes pads for emergency brake lever. Easily and quickly attached by anyone. The big season for selling is here. Don't be caught without a stock to meet this big demand. Order from your jobber today.

We manufacture over 100 Presto quick-selling motor necessities.

There's a handsome profit on every sale.

METAL SPECIALTIES MFG. CO.
338-352 N. KEDZIE AVE. CHICAGO, ILL.



Gier Tuarc
Steel Wheels



Outlive Car or Truck

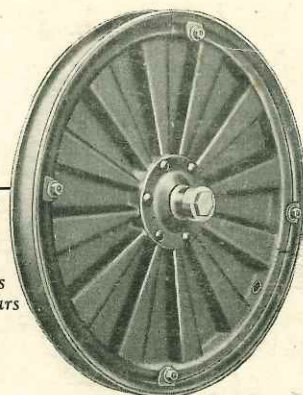
Their unfailing ability to outlive the product in which they are installed has invested the automotive essentials manufactured by the Motor Wheel Corporation with a peculiarly high regard. So it is but natural that Motor Wheel truck wheels are used in greater quantity than any other make, together with millions of passenger car wheels every year; that Gier Tuarc and Gier-Lewis wheels occupy a position so commanding among steel wheels; and that Gier stampings are the quality standard of the industry.

MOTOR WHEEL CORPORATION, LANSING, MICHIGAN

Motor Vehicle Wheels Complete — Metal Stampings — Steel Products

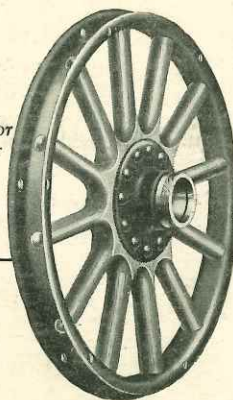


Gier
Stampings



Gier-Lewis
Steel Wheels
for Light Cars

Wood
Wheels for
Passenger
Cars



Wood
Wheels
for Trucks